



U.S. Department of Transportation
Federal Aviation Administration

Office of Civil Aviation Security

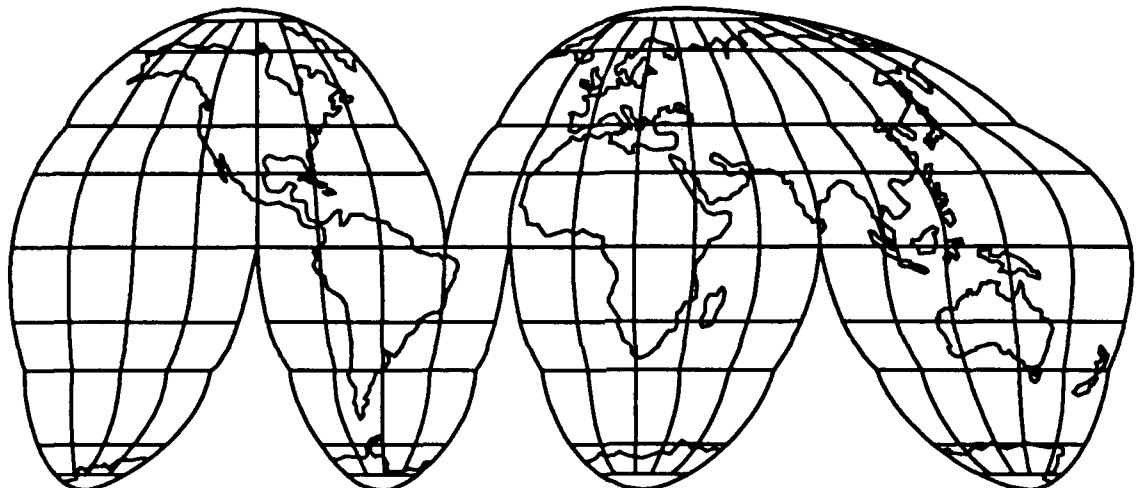
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Criminal Acts Against Civil Aviation



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Foreword

Since 1986, the Federal Aviation Administration's Office of Civil Aviation Security has been publishing an annual report entitled *Criminal Acts Against Civil Aviation*. This report is a compilation of criminal incidents against civil aviation aircraft and interests worldwide. As in last year's publication, the 1993 issue contains feature articles and geographic overviews. Incidents are summarized in the overviews, and the feature articles focus on specific aviation-related issues or case histories. There is also a section in which incidents are compared for the 5-year period, 1989 to 1993. Charts, graphs, and maps appear throughout the publication. In one minor change from last year's format, an incident chronology appears at the beginning of each geographic overview section. In addition, an asterisk has been added to incidents which are not counted in statistics but are reported for information. This is to distinguish them from those incidents which are counted in statistics.

The information contained in this publication is derived from a variety of foreign and domestic sources. In many cases, however, specific details of a particular incident, especially those occurring outside the United States, may not be available. While the FAA makes every effort to provide complete and accurate information, it is not always possible to verify accounts of some incidents.

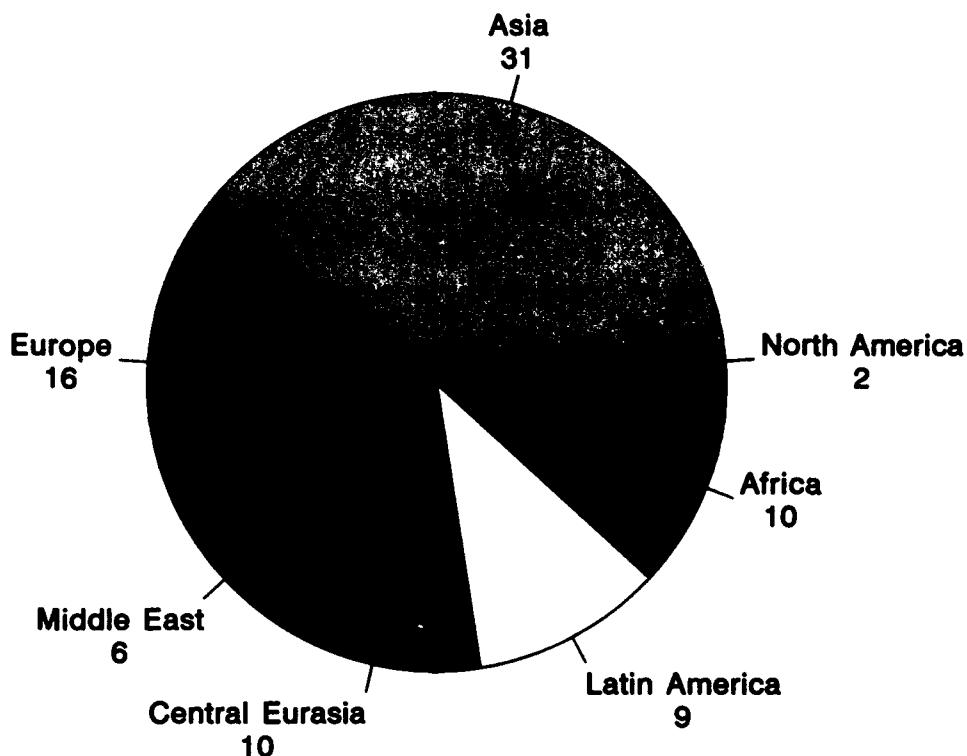
The FAA maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil and general aviation interests worldwide, which are used to compile this report. Offenses such as these represent serious threats to aviation safety and, in those incidents involving U.S. air carriers or facilities outside the United States, are often intended as symbolic attacks against the United States.

Hijacking and commandeering incidents are viewed within the context of the U.S. Federal criminal statute (49 USC 1472(i)) which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any other form of intimidation, and with wrongful intent, of any aircraft. This report does not distinguish between an act of air piracy and an attempted act of air piracy for statistics.

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1993 in Review

The number of reported criminal acts against civil aviation worldwide fell slightly from 98 in 1992 to 84 in 1993. What is more important than this decline is the geographical redistribution of attacks that accompanied it. Europe and Latin America experienced precipitous drops in their numbers of incidents, while Asia's total more than trebled.



INCIDENTS AGAINST AVIATION - 1993 84 INCIDENTS

There was a dramatic rise in the number of hijackings in Asia from one the previous year to seventeen in 1993: four in India and thirteen in China. A number of airports across the region were also attacked, some with rockets and some with explosives. Khmer Rouge guerrillas fired rockets at Siem Reap Airport in March (the first such attack on a Cambodian international airport since October 1991) and carried out three more attacks on this airport during the year. Phnom Penh's international airport was the target of a Khmer Rouge rocket attack in November. In the Philippines and India, attackers favored explosive devices. Airports in the Philippines continued to be tempting targets, while both airports and an Air India office were the subjects of bombing attacks in India. Of note in Japan

was what did not occur: for the second consecutive year, leftist radicals failed to attack Narita Airport, which appears to have lost its appeal to the radicals as an issue.

Continuing unrest in **Central Eurasia** took its toll on civil aviation. Although only four more incidents were recorded in 1993 than in 1992, two resulted in mass casualties. Of the ten incidents in 1993, five took place in Georgia. In four of those, aircraft landing at Sukhumi Airport were fired on, allegedly by Abkhaz separatists seeking autonomy from Georgia. In two cases the planes were shot down, resulting in 28 deaths in the first instance and 30 the very next day. On the day following the second crash, Sukhumi Airport was fired on, causing still further casualties. In other notable incidents, commercial airliners were hijacked on two occasions in Russia and once in Azerbaijan. This is one more hijacking than occurred in the region in 1992, but far fewer than in 1990 or 1991.

The majority of incidents in **Europe** in 1993, as in 1991 and 1992, were airline office attacks. Fewer than half as many of these incidents took place in 1993 as in 1992, however. Of 16 total incidents in Europe, 14 were airline office attacks, all but one of which involved Turkish Airlines. These attacks occurred during June and November, at the same time that other Turkish targets were hit throughout Europe. The political issues that gave rise to these incidents had not changed by year's end and are virtually certain to resurface. In addition to these incidents, there were two hijackings: a Lufthansa jet was hijacked from Germany to the United States, and an Air France plane was hijacked over France. Neither of these incidents was politically motivated.

The number of incidents involving civil aviation in **Latin America and the Caribbean** dropped by nearly two-thirds from 25 in 1992 to only 9 in 1993. In 1991 and 1992 there had been an upward trend in the incidence of thefts and hijackings of general aviation aircraft by insurgents and narcotraffickers; this trend spiraled downward during the course of the year. Similarly, the upsurge in insurgent attacks against Colombia's aviation infrastructure (particularly air navigation aids), which had become evident at the end of 1991 and during the following year, subsided in 1993. Notwithstanding the diminished level of activity by terrorists and criminals alike, civil aviation will doubtless continue to be targeted in the furtherance of political and criminal goals.

The overall level of activity in the **Middle East and North Africa** remained consistent with that in 1992, but, of a total of six incidents, four were hijackings, which is substantially more than in previous years. While this region has not experienced a large number of hijackings since the mid-1980s, the absence of common motivation among the perpetrators of the four hijackings in 1993 makes it impossible to characterize the jump as evidence of an upward trend. The only politically motivated incident, and by far the most significant, was the hijacking of a Royal Dutch Airlines (KLM) flight from Tunis to Amsterdam by an Egyptian male, who demanded the release of Egyptian Islamic Ga'amat leader, Shaykh Omar Abdel Rahman. (Shaykh Rahman is charged with complicity in the February 1993 World Trade Center bombing in New York.) The hijacking ended when the plane made a refueling stop in Duesseldorf, Germany, and was subsequently stormed by members of Germany's counterterrorist forces.

As was the case in 1992, **North America** was the region with the fewest incidents in 1993: only two were reported for the year, and both occurred in the United States. In separate incidents, an explo-

sive device detonated at a general aviation field, and another destroyed a general aviation aircraft. Neither of these incidents was significant. There were no deaths or injuries, and no arrests were made.

Political and social conditions in Angola and Ethiopia gave rise to the majority of incidents that occurred in **sub-Saharan Africa**. Relief aircraft overflying the ongoing insurgency in Angola were fired on from the ground on four occasions, and Ethiopians seeking to escape from the situation in their own country were responsible for two hijackings. The remaining four incidents were of diverse motivation (although circumstances in Ethiopia may have led to one of those as well—the bombing of an Ethiopian Airlines office in Togo). While the overall level of activity showed a slight decline from 1992, the factors that accounted for most of the incidents in 1993 were present at the start of 1994 and will almost certainly generate further attacks.

Although regional or worldwide totals of attacks against civil aviation can be useful as rough indices of the level of criminal activity, it is important not to overestimate the significance of fluctuations in those totals. First, of course, an incident count of one is significant when that one involves mass casualties. Second, diminished frequency does not necessarily mean diminished probability of future attacks: when criminal acts arise from underlying political or social factors, and those factors remain unaltered, the threat of further attacks exists irrespective of the time that has passed since the last attack. Finally, and obviously, criminal acts linked to no cause other than the immediate, personal circumstances of the perpetrator represent a significant proportion of the whole, and that introduces an element of randomness which guarantees fluctuation even if all else remains constant.

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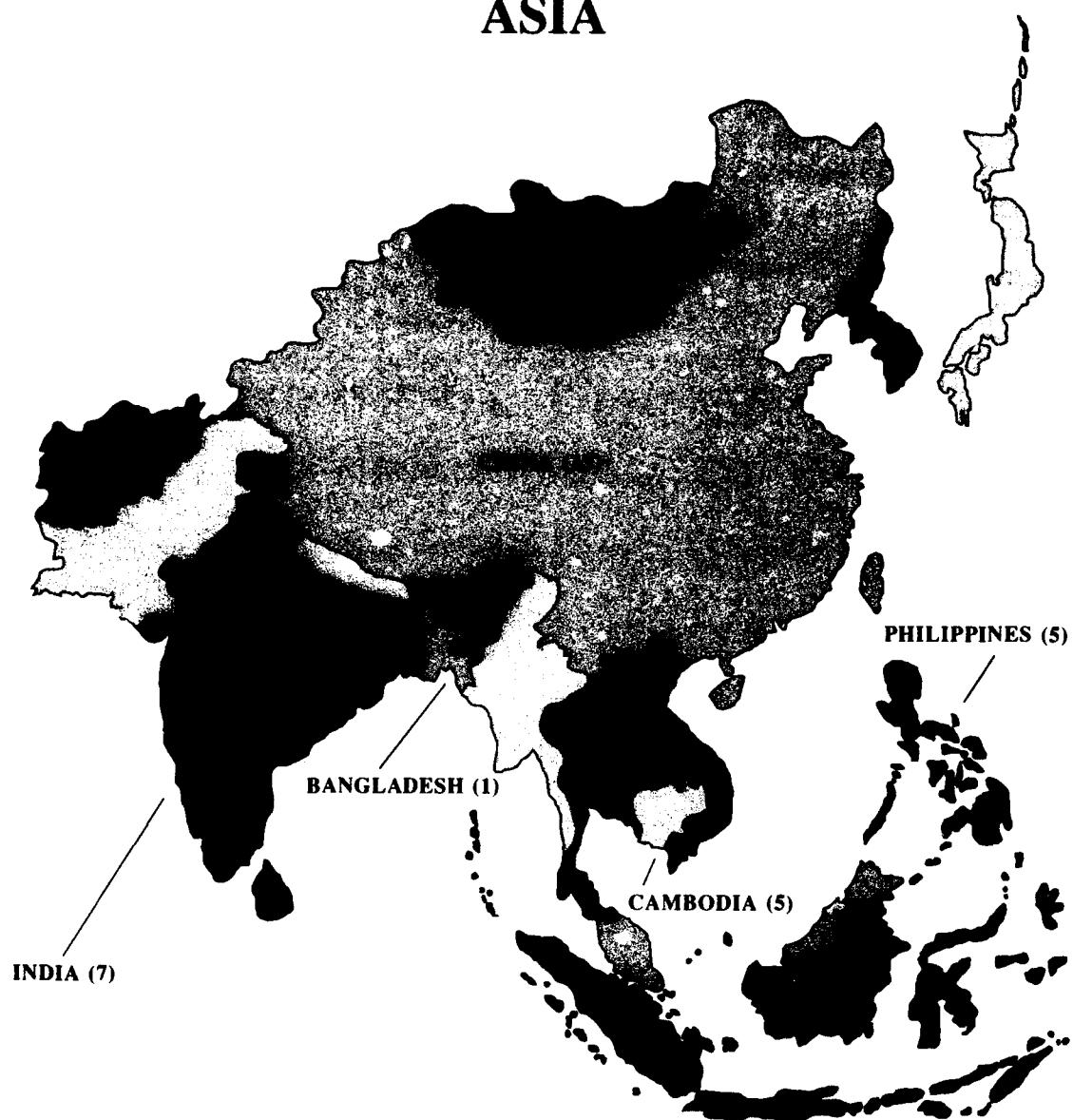
GEOGRAPHIC OVERVIEWS

SIGNIFICANT CRIMINAL ACTS

AGAINST

CIVIL AVIATION

ASIA



Incidents included in statistics: 31

Incidents not included in statistics: 4

Chronology

January 22	Hijacking—Indian Airlines	India
January 23	Threatening Passenger—Korean Air	South Korea *
February 10	Bombing—Awang Airport	Philippines
February 28	Bombing/Attempted Bombing—Zamboanga City Airport (Two Incidents)	Philippines
March 12	Bombing—Air India Office	India
March 15	Attack—Siem Reap Airport	Cambodia
March 22	Attack—Davao City Airport	Philippines
March 27	Explosives Discovered at Indira Gandhi Airport	India *
March 27	Hijacking—Indian Airlines	India
April 6	Hijacking—China Southern Airlines	China to Taiwan
April 10	Hijacking—Indian Airlines	India
April 24	Hijacking—Indian Airlines	India
April 27	Attempted Bombing—Aquino Airport	Philippines
May 16	Attack—Siem Reap Airport	Cambodia
May 19	Attack—Siem Reap Airport	Cambodia
June 24	Hijacking—Xiamen Airlines	China to Taiwan
July 17	Attempted Bombing—Srinigar Airport	India
July 23	Prevented Hijacking	China *
August 3	Attack—Siem Reap Airport	Cambodia
August 10	Hijacking—Air China	China to Taiwan
September 30	Hijacking—Sichuan Airlines	China to Taiwan
October 4	Prevented Hijacking	China *
November 5	Hijacking—Xiamen Airlines	China to Taiwan
November 5	Attack—Pochentong Airport	Cambodia
November 8	Hijacking—Zhejiang Airlines	China to Taiwan
November 12	Hijacking—China Northern Airlines	China to Taiwan
November 16	Attack—Mob Rampage—Zia Airport	Bangladesh
November 27	Hijacking—China Eastern Airlines	China
December 8	Hijacking—China Northern Airlines	China to Taiwan
December 12	Hijacking—Xiamen Airlines	China to Taiwan
December 27	Attack—British Airways Office	India
December 28	Hijacking—Fujian Airlines	China to Taiwan
December 28	Hijacking—Air China	China
December 28	Hijacking—Xiamen Airlines	China

* Incidents Not Included in Statistics.

January 22, 1993—Hijacking—Indian Airlines—India

An Indian Airlines flight en route from Lucknow, Uttar Pradesh State, to New Delhi was hijacked by an Indian male who threatened to blow up the aircraft with what he claimed to be a "chemical bomb." The aircraft returned to Lucknow, where authorities negotiated with the hijacker for the release of the 48 passengers and five crew members. The hijacker demanded the release of Hindu activists arrested after the Muslim-Hindu rioting in December 1992 and further directed that a Hindu temple be built on the site of the 16th century mosque that was razed at Ayodhya. The hijacker surrendered to authorities after brief negotiations. The passengers and crew were released unharmed. The "bomb" was discovered to be two balls of twine covered with flowers.

January 23, 1993—Threatening Passenger—Korean Air—South Korea *

A passenger aboard domestic Korean Air Flight 388 from Mokpo and Seoul threatened to blow up the aircraft, forcing it to make an emergency landing in Kwangju. Approximately 20 minutes into the flight, a male Korean passenger in his mid-50s suddenly put on a mask, said that he had explosives, and threatened to blow up the plane. The man subsequently was overpowered by members of the crew and was handed over to police in Kwangju after the flight landed.

Korean authorities subsequently determined that the hijacker did not have an explosive device but rather used a bundled up towel in order to feign possession of a bomb. The hijacker has been classified by Korean authorities as mentally disturbed.

February 10, 1993—Bombing—Awang Airport—Philippines

A homemade explosive device detonated in the departure area of Awang Airport in Cotabato, causing little damage and no injuries. There were no claims of responsibility for the attack.

**February 28, 1993—Bombing/Attempted Bombing—Zamboanga City Airport
Philippines (Two Incidents)**

An explosive device detonated near the entrance of the pre-departure area of the Zamboanga City Airport several hours before a second device was found nearby. The explosion, which caused significant damage but no fatalities, occurred minutes after 120 people departed the terminal to board a scheduled flight to Manila. Three hours later, a second device was discovered about 30 feet from the site of the first explosion. Elements of the Armed Forces of the Philippines moved the device and safely detonated it.

The device that exploded consisted of approximately two pounds of TNT in a container with pieces of shrapnel. The second device consisted of explosives inside a cookie tin placed next to a gallon plastic container of gasoline and was concealed in a travel bag. There were no claims of credit.

March 12, 1993—Bombing—Air India Office—India

An explosive device detonated at the Air India office in Bombay during the afternoon. Ten persons reportedly were injured in the blast, which was one of approximately 13 that took place in the city that day. There were no claims of responsibility.

March 15, 1993—Attack—Siem Reap Airport—Cambodia

Khmer Rouge guerrillas fired three rockets at Siem Reap Airport, the first such attack on an international airport in Cambodia since the signing of a peace accord in October 1991. There were no injuries reported as a result of the attack.

March 22, 1993—Attack—Davao City Airport—Philippines

Unidentified attackers fired three battery operated improvised mortar rounds at the international airport in Davao City. Two of the mortar rounds exploded on the runway. The weapons, located just beyond the perimeter fence, were fired shortly after a Philippine Airlines domestic flight had landed. There were no injuries as a result of the attack, which left a crater in the runway and forced a temporary closure of the airport.

March 27, 1993—Explosives Discovered at Indira Gandhi Airport—India *

A local newspaper reported that "two slabs of explosives" were discovered in a women's rest room at the domestic terminal of Indira Gandhi International Airport. The explosives reportedly were detected after an airport employee discovered a suspicious object in the rest room, which is located outside of the security checkpoint area. Authorities later confirmed that approximately one pound of TNT had been discovered.

March 27, 1993—Hijacking—Indian Airlines—India

Indian Airlines Flight 439, an Airbus A320 with 192 passengers and 11 crew, was hijacked during a domestic flight from New Delhi to Madras via Hyderabad. A passenger, who claimed to have explosives strapped to his body, demanded to be flown to Lahore, Pakistan.

Because authorities in Lahore refused the aircraft permission to land, however, the pilot went to Raja Sansi Airport in Amritsar, India. There the hijacker made three demands: political asylum for himself in Pakistan, a press conference in Islamabad, and an investigation of the hijacking by Interpol rather than by Indian authorities. Although he set no deadlines, the hijacker referred to himself as a "human bomb" and threatened to blow up the plane.

The hijacker eventually surrendered and all passengers and crew members were released. A search of the aircraft located no explosives. The bomb that the man claimed to have strapped to his body was a hair dryer which he had hidden under his belt.

April 6, 1993—Hijacking—China Southern Airlines—China to Taiwan

A China Southern Airlines Boeing 757 (B-757) aircraft, with 187 passengers and 13 crew members, was hijacked during a domestic flight from Shenzhen to Beijing, in the People's Republic of China (PRC). Two men armed with pistols and possessing cyanide pills entered the cockpit and demanded to be flown to Taiwan. The aircraft was diverted and landed at the military airfield located adjacent to Chiang Kai-Shek International Airport near Taipei. The hijackers subsequently surrendered, telling authorities that they committed the hijacking to escape communism and the inequalities of life in the PRC.

The aircraft was returned to the PRC. The hijackers were charged in Taiwan with air piracy on June 3 and later were sentenced to more than 10 years in prison. The PRC's request for their extradition was rejected.

April 10, 1993—Hijacking—Indian Airlines—India

Four students from the Government Arts College of Lucknow hijacked an Indian Airlines B-737 aircraft during a flight from Lucknow to New Delhi. The students claimed to have explosives strapped to their bodies. Their demands included the addition of new courses to the school's curriculum, withdrawal of an award given to a former professor, and postponement of annual exams because the university had been closed during the riots of December 1992.

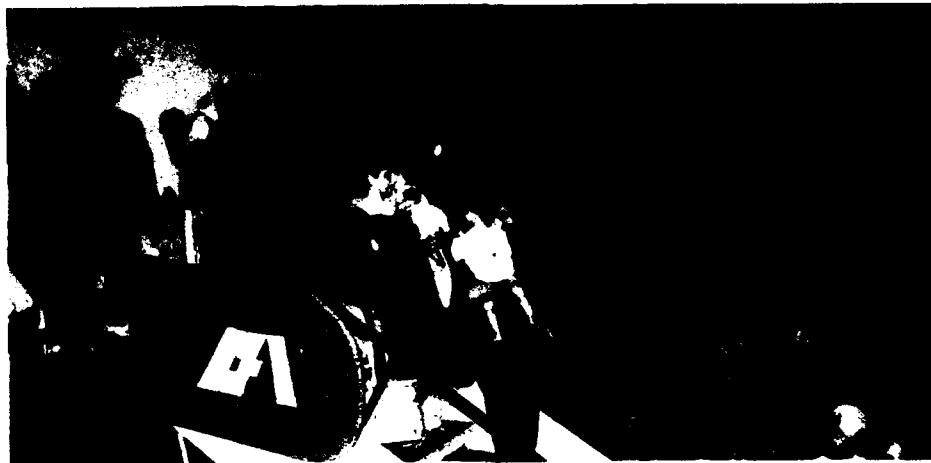
The aircraft, with 53 passengers and six crew members, returned to Amausi Airport in Lucknow. Upon landing, four passengers overpowered the students, who were then arrested by police. One passenger was injured. The only weapon found was a small knife.

April 24, 1993—Hijacking—Indian Airlines—India

Indian Airlines Flight IC 427, a B-737 aircraft with 135 passengers and six crew members, was hijacked while en route to Srinagar from New Delhi. The hijacker demanded to be flown to Kabul, Afghanistan. He claimed to be a senior member of the Hezbullah Mujahedin, a group fighting to unite Indian-controlled Kashmir to that portion of the region controlled by Pakistan. He was armed with two pistols and a hand grenade and fired a bullet into the roof of the aircraft, forcing it to remain below 14,000 feet.

The government of Pakistan refused the aircraft overflight permission to reach Afghanistan, and it was forced to land in Amritsar, India. Upon landing, Indian soldiers and commandos took up positions around the airliner as authorities began negotiating with the hijacker. Eleven hours after the incident began, and with the hijacker still refusing to surrender, commandos stormed the plane and killed the hijacker.

AP/WIDEWORLD



Passengers Disembarking from Hijacked Aircraft, April 24, 1993

April 27, 1993—Attempted Bombing—Aquino Airport—Philippines

Two improvised explosive devices were discovered at Manila's Aquino International Airport. The first device, in a travel bag, was found near the check-in counter at the domestic terminal. It detonated when explosive ordnance technicians of the Philippine National Police were removing it. There were no injuries or property damage. The second device was found outside of the pre-departure area and was immediately defused. It consisted of a mortar shell, blasting caps, and a timing device. There were no claims of responsibility.

May 16, 1993—Attack—Siem Reap Airport—Cambodia

Khmer Rouge guerrillas fired six 107 mm shells at Siem Reap Airport before dawn from areas across Lake Borei. There were no reports of injuries.

May 19, 1993—Attack—Siem Reap Airport—Cambodia

Khmer Rouge guerrillas fired upon Siem Reap Airport, forcing cancellation of the daily flight from Phnom Penh. Four 107 mm shells landed in a field approximately 500 yards from the airport terminal but caused no damage. No injuries were reported.

June 24, 1993—Hijacking—Xiamen Airlines—China to Taiwan

A Xiamen Airlines B-737-2501 aircraft, with 63 passengers and 13 crew members en route from Changzhou, Jiangsu Province, to Xiamen, was hijacked by a 27-year old passenger armed with a toy pistol and knife. When it was announced that the plane would be landing at Xiamen Airport, the passenger jumped up from his seat, grabbed the chief flight attendant, and held a knife to her neck cutting

her arm and face. A security officer who tried to stop the hijacker was slashed on both sides of his face. The hijacker then took out a pistol and demanded to be flown to Taiwan. The aircraft was diverted and landed at the military airfield located adjacent to Chiang Kai-Shek International Airport near Taipei. The hijacker surrendered to authorities and requested political asylum. The aircraft was returned to the PRC.

July 17, 1993—Attempted Bombing—Srinagar Airport—India

A bombing was prevented by police at Srinagar Airport in Jammu and Kashmir state. Responding to an anonymous telephone tip, police successfully defused a timed explosive device found near the airport's VIP lounge. The device, wrapped in plastic, had been placed inside a lunch box and then put in an air conditioning duct. At the time of the device's discovery, the president of the Jammu and Kashmir chapter of the Congress (I) political party and his colleagues were waiting in the lounge for their flight. While no claims were received, Muslim separatists who had issued death threats to the local Congress (I) party leader in the past are suspected to have been responsible.

July 23, 1993—Prevented Hijacking—China *

A potential hijacking was averted when Chinese police arrested a nervous-looking man as he tried to board a Chinese domestic flight (not further identified) from Nanjing to Xiamen. The man was found to be carrying four bottles of gasoline, explosives, and a detonator in his luggage. In addition, a note saying "Destination: Taiwan" was discovered in the man's possession. The man reportedly later admitted that he had planned to hijack the aircraft to Taiwan.

August 3, 1993—Attack—Siem Reap Airport—Cambodia

Suspected Khmer Rouge guerrillas fired three mortar rounds at Siem Reap Airport. The projectiles landed short of the runway and did no damage.

August 10, 1993—Hijacking—Air China—China to Taiwan

Air China Flight 973, a B-767-200 aircraft with 137 passengers and thirteen crew aboard, was hijacked while en route from Beijing, the PRC, to Jakarta, Indonesia, via Xiamen. Following takeoff from Xiamen, a 30-year old Chinese man passed a handwritten note to a female flight attendant demanding to be flown to Taiwan and asked her to give it to the captain. The note said that the hijacker's "accomplice" would destroy the aircraft unless the demand was met. The hijacker was carrying a shampoo bottle containing a mixture of hydrochloric and nitric acids, and he threatened to disfigure nearby passengers with the acid unless his instructions were followed. The aircraft was flown to Taiwan and landed safely at Taipei's Chiang Kai-shek International Airport, where the hijacker surrendered without violence. There were no injuries reported as a result of the hijacking, nor was there an accomplice to the hijacker aboard the aircraft.

September 30, 1993—Hijacking—Sichuan Airlines—China to Taiwan

A Sichuan Airlines Tupolev 154 airliner with 58 passengers and 11 crew members aboard was hijacked from the PRC to Taiwan by a 31-year old Chinese taxi driver accompanied by his wife and child. One hour after takeoff of the domestic flight between Jinan, Shandong Province, and Guangzhou, the hijacker demanded to be flown to Taiwan. The man was armed with a knife and also claimed to be carrying enough explosives to destroy the airliner. The aircraft subsequently landed at Chiang Kai Shek International Airport in Taipei, where the hijacker surrendered to authorities without incident. The three bottles, which the hijacker had claimed were filled with explosives, actually contained a harmless mixture of sand and dark vegetable ink.

October 4, 1993—Prevented Hijacking—China *

A former Chinese soldier carrying suspected explosives in his luggage reportedly was intercepted by security officers at Baiyun Airport in Guangzhou. Five detonators were discovered in the passenger's luggage as he attempted to board an unidentified flight from Guangzhou to Xiamen. The man reportedly confessed that he had intended to hijack the flight to Taiwan because he was suffering from a long illness. The man was detained and the flight left Guangzhou on schedule.

November 5, 1993—Hijacking—Xiamen Airlines—China to Taiwan

A Xiamen Airlines B-737 aircraft with 129 passengers and 11 crew members was hijacked to Taiwan during a domestic flight from Guangzhou to Xiamen. A 27-year old Chinese man held a knife to the throat of one of the crew members and threatened to blow up the aircraft unless he was flown to Taiwan. The explosives he claimed to be carrying under his shirt were later found to be toothpaste tubes and soap taped to the man's body. The hijacker surrendered without incident after the aircraft landed in Taipei. There were no reports of injuries. The hijacker claimed to have been motivated by a desire to see his maternal grandfather who resides in Taipei.

November 5, 1993—Attack—Pochentong Airport—Cambodia

Suspected Khmer Rouge guerrillas fired two rockets at Phnom Penh's international airport during the national celebration of the 71st birthday of King Norodom Sihanouk. Two Chinese-made 107mm rockets impacted about two miles northeast of the airport, the first such attack since 1989. Only one of the rockets exploded but caused no injury or damage. A third rocket which apparently failed to ignite was found later at the launch site.

November 8, 1993—Hijacking—Zhejiang Airlines—China to Taiwan

A Zhejiang Airlines Airbus A300 with 54 passengers and five crew members was hijacked to Taiwan during a domestic flight from Hanzhou to Fuzhou. Forty minutes after takeoff, a 35-year old Chinese man sent a note to the crew via the flight attendant claiming that he was carrying explosives and demanding to be flown to Taiwan. Upon arrival in Taipei, the hijacker surrendered peacefully.

and was found to be unarmed. The alleged bomb brandished by the man turned out to be two bars of soap wrapped in newspaper with a wire protruding from the side.

November 12, 1993—Hijacking—China Northern Airlines—China to Taiwan

A China Northern Airlines McDonnell Douglas MD-82 aircraft with 73 passengers and nine crew members was hijacked to Taiwan during a domestic flight from Changchun to Fuzhou. The two Chinese male hijackers, ages 35 and 40, demanded to be flown to Taiwan. They were armed with scalpels and carried a blood pressure gauge which they claimed was a bomb. The aircraft subsequently landed safely in Taipei, where the hijackers surrendered peacefully to Taiwanese authorities and immediately requested political asylum. In a departure from the procedure used in previous hijackings of Chinese aircraft this year, Taiwanese authorities searched the airliner for spying devices and questioned each passenger and crew member individually before permitting the aircraft to return to the mainland.

November 16, 1993—Attack—Mob Rampage—Zia Airport—Bangladesh

The alleged manhandling of a businessman by immigration officials reportedly prompted 800 to 900 of his workers to attack Zia International Airport. The victim, owner of a garment business, claimed that he was harassed, beaten, and detained by immigration officers upon arrival on a flight from Thailand. Others reported that the man became angry and started fighting with immigration officials when officers asked to search his luggage. Following the businessman's release, an estimated 900 of his employees converged on the airport, breaking windows in the terminal and damaging some of the cars parked outside. Police were forced to use tear gas in order to disperse the mob.

November 27, 1993—Hijacking—China Eastern Airlines—China

A Chinese man hijacked a China Eastern Airlines Fokker 100/2231 aircraft during a domestic flight from Nanjing to Fuzhou. The air crew subsequently was able to retake control of the airliner and the flight arrived safely at Fuzhou. The hijacker had demanded to be taken to Taiwan.

December 8, 1993—Hijacking—China Northern Airlines—China to Taiwan

A China Northern Airlines MD-82 aircraft with 129 passengers and eight crew members was hijacked to Taiwan during a domestic flight from Qingdao to Fuzhou. A Chinese man armed with a surgical scalpel overpowered one of the flight attendants and demanded that the pilots open the cockpit door. He claimed to have placed an explosive device on board the aircraft. After cutting the flight attendant slightly, the hijacker was given access to the cockpit, where he continued to hold the flight attendant hostage and directed the pilots to fly to Taiwan. The hijacker surrendered to security police after the aircraft landed in Taiwan. Although the hijacker claimed to have placed an explosive device on board the aircraft, a subsequent search failed to reveal any explosives.

December 12, 1993—Hijacking—Xiamen Airlines—China to Taiwan

A Xiamen Airlines B-737-200 aircraft with 92 passengers and eight crew members was hijacked to Taiwan during a domestic flight from Harbin to Xiamen. A 23-year old Chinese man, claiming to possess a remote control device which could detonate an explosive device allegedly hidden in his carry-on luggage, demanded to be flown to Taipei. The aircraft landed safely in Taiwan, where the alleged detonator was found to be two packs of cigarettes. No explosives were found aboard the aircraft. The hijacker surrendered peacefully to authorities, telling them that he hijacked the aircraft because of a fight with his superior at the Chinese state run firm in Harbin where he works.

December 27, 1993—Attack—British Airways Office—India

A group of individuals identified as "communists" ransacked the British Airways reservation office in Calcutta. Approximately 100 protesters gathered outside the office of the British High Commissioner, located near the airline office. The protesters were demonstrating against a British Broadcasting Corporation documentary about Mao Tse-tung, aired on the 100-year anniversary of his birth. The film discussed extramarital affairs of Mao. When police arrived, a small group of about 10 protesters entered the British Airways office. They threw chairs and smashed windows.

December 28, 1993—Hijacking—Fujian Airlines—China to Taiwan

A propeller-driven Fujian Airlines Yunshuji-7 aircraft with 42 passengers and eight crew members was hijacked to Taiwan during a domestic flight from the southern city of Ganzhou in Jiangxi Province to Xiamen. The hijackers, a Chinese couple accompanied by their 11-year old daughter, handed a flight attendant a note threatening to blow up the aircraft unless it was flown to Taiwan. The man then overpowered the flight attendant and demanded that the pilots open the cockpit door. When the door was opened, the hijacker gave the note to the pilot. Upon arrival in Taipei, the hijackers surrendered and gave authorities the device, which was found to consist of an empty vitamin bottle containing four batteries, matches, electric wires, and nails. The hijackers were detained in Taiwan on piracy charges.

December 28, 1993—Hijacking—Air China—China

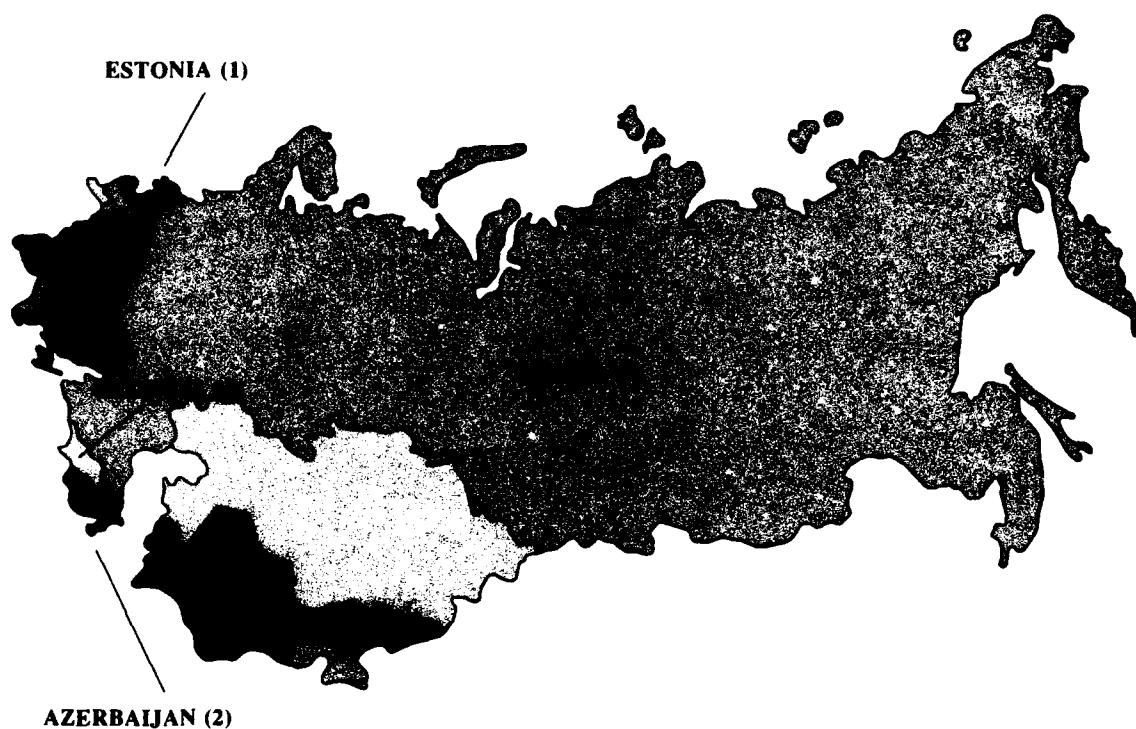
A hijacking attempt reportedly was made during an Air China flight from Beijing to New York via Shanghai. Forty-five minutes after takeoff from Beijing, a Chinese man holding a box reportedly approached one of the flight attendants in the galley and apparently told her that he wanted to be taken to Taiwan. Security officers aboard the aircraft surrounded the man while others searched the rest rooms and looked under seats, apparently in an attempt to find the explosives the man claimed to have brought on board. After landing in Shanghai, the pilot taxied the aircraft to a secluded area of the tarmac and then braked hard, throwing the hijacker off balance. A crew member then struck the hijacker on the head with a whiskey bottle, knocking the man to the floor, and security officers took the hijacker from the aircraft. This was only the second incident of the year involving a Chinese international flight.

December 28, 1993—Hijacking—Xiamen Airlines—China

A Xiamen Airlines B-727 aircraft was hijacked during a domestic flight from Ningbo to Xiamen. According to press reports, the aircraft suddenly veered off course toward Taiwan before continuing on its original flight path. The hijacker said that he wanted to go to Taiwan but was told there was insufficient fuel. The aircraft landed in Xiamen, and, apparently, the hijacker was arrested. There are no further details.

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CENTRAL EURASIA



Incidents included in statistics: 10

Incidents not included in statistics: 1

Chronology

February 20	Hijacking—Aeroflot	Russia to Sweden
June 25	Shooting at Passenger Aircraft	Georgia
July 22	Shooting at Passenger Aircraft	Georgia
August 14	Hijacking—Aeroflot	Russia
August 26	Bombing—Estonian Air Office	Estonia
September 1	Commandeering—Aeroflot	Russia
September 15	Hijacking—Aeroflot	Azerbaijan to Norway
September 21	Shooting at Passenger Aircraft	Georgia
September 22	Shooting at Passenger Aircraft	Georgia
September 23	Attack—Sukhumi Airport	Georgia
December 24	Kidnappers at Airport	Russia *

* Incidents Not Included in Statistics

February 20, 1993—Hijacking—Aeroflot—Russia to Sweden

Aeroflot Flight 2134 was hijacked during a domestic flight from Tjumen, in western Siberia, to St. Petersburg. The Tupolev 134 (TU-134) aircraft carried 76 passengers and six crew members. Shortly before arrival in St. Petersburg, a male passenger displayed two hand grenades to a flight attendant. He also gave her an envelope containing a letter of demands for the pilot and at least one safety pin from the grenades. The hijacker initially demanded to be taken to Helsinki, Finland, but agreed to land in Tallinn, Estonia, for fuel. During nearly 5½ hours of negotiations, 30 passengers were released. The hijacked aircraft departed Tallinn and next landed at Arlanda International Airport in Stockholm, Sweden, where a larger aircraft was demanded to continue onto the United States. After approximately two hours of negotiations, 12 passengers were released. Following further negotiations, the hijacker peacefully surrendered to Swedish authorities.

The hijacker was accompanied on the flight by his wife and infant child. Both adults were arrested by Swedish officials, and their extradition was requested by Russian authorities. The entire family was returned to St. Petersburg on June 17, following a Swedish Supreme Court ruling that the Russian request was legal.

June 25, 1993—Shooting at Passenger Aircraft—Georgia

According to an unconfirmed ITAR-TASS report, a TU-154 passenger aircraft (not further identified) was fired upon while landing at Sukhumi Airport en route from Tbilisi. One engine of the aircraft was reportedly struck by a missile, but the plane landed safely. Armed Abkhaz factions were reportedly responsible.



Damage to Aircraft Engine, June 25, 1993

July 22, 1993—Shooting at Passenger Aircraft—Georgia

For the second time in a month, a passenger aircraft was fired upon over Georgia. The TU-154 aircraft was en route to Sukhumi from Tbilisi when it was struck by a reported heat-seeking missile (not further identified). The aircraft landed at Sukhumi Airport despite suffering damage to one engine. There were no casualties among either passengers or crew.

August 14, 1993—Hijacking—Aeroflot—Russia

Aeroflot Flight 2422 was hijacked by a lone male passenger during a domestic flight to Moscow from St. Petersburg. As the TU-154 aircraft neared Moscow's Sheremetyevo Airport, the passenger threatened to "blow up" the plane and demanded to be taken to Sweden. The pilot, however, continued onto Moscow. The hijacker surrendered to authorities and apologized to his fellow passengers. He did not have an explosive device.

August 26, 1993—Bombing—Estonian Air Office—Estonia

Shortly before midnight, an improvised explosive device (IED) detonated outside the Estonian Air office in Tallinn. The device was hidden in a concrete trash container at the front of the ticket office. Windows were shattered by the blast and the office's interior was damaged. There was also considerable damage to the surrounding area. A number of people were injured by flying glass. There was no claim of credit.

September 1, 1993—Commandeering—Aeroflot—Russia

A teenager commandeered an Aeroflot TU-154 aircraft in Vladivostok and threatened to "blow up" the plane if his demands to be taken "overseas" were not met. He had sneaked onto the runway, entered the aircraft by way of an unattended ladder after all passengers had boarded, and threatened a flight attendant with a knife. The plane, scheduled for a domestic flight to Yekaterinberg, carried 170 passengers and crew.

Authorities would not allow the aircraft to depart. A policeman was able to get inside the aircraft and struck the youth on the head knocking him unconscious. The teenager was arrested. He reportedly carried several blocks of TNT, a fuse, a knife, and a tear gas canister. His motivation may have been related to his being unemployed.

September 15, 1993—Hijacking—Aeroflot—Azerbaijan to Norway

Aeroflot Flight 3100 was hijacked during a flight from Baku, Azerbaijan, to Perm, Russia. Three passengers armed with hand grenades and claiming to have an explosive device forced their way into the cockpit. The aircraft, a TU-134 with approximately 45 passengers and six crew members, was over Makhachkala, Russia, near the Caspian Sea, at the time this occurred. The hijackers' intent was to go to Norway. The aircraft landed at Borispol Airport in Kiev, Ukraine, where it was refueled and

two navigators with international flying experience boarded. The plane departed for Norway in the late afternoon and landed at Gardermoen Airport near Oslo at approximately 8:15 p.m. The hijackers requested asylum. At approximately 1:30 a.m., they peacefully surrendered and were arrested. A fourth person was also taken into custody on suspicion of being an accomplice; however, he was later released. There were no injuries to passengers or crew.

Two of the hijackers were Iranian nationals and the other an Azeri. Their apparent motive was not terrorist related but to seek asylum in Norway. The hand grenades used during the incident were real; the explosive device was not.

September 21, 1993—Shooting at Passenger Aircraft—Georgia

A Georgian passenger aircraft en route from Sochi, Russia was shot down from an altitude of approximately 330 feet as it was landing at the airport in Sukhumi, Georgia. The TU-134 aircraft crashed into the Black Sea, and there were no reports of survivors among the approximately 28 passengers and crew. The passengers were mostly journalists attempting to cover the fighting between Georgian and separatist Abkhazian forces. Media reports quoted eyewitnesses as reporting that the aircraft was struck by a surface-to-air missile, which may have been fired from a gunboat. Abkhazian rebels were blamed for the attack although they denied responsibility.

September 22, 1993—Shooting at Passenger Aircraft—Georgia

In the second such incident in two days, approximately 80 persons were killed when a Georgian passenger aircraft was shot down as it was about to land at the Sukhumi Airport. Before it crashed and exploded, the TU-154 aircraft was struck by a missile reportedly fired from an Abkhazian gunboat. Twenty-eight persons were rescued from the aircraft, which was en route from Tbilisi. There were conflicting reports whether the aircraft carried humanitarian aid, military troops and equipment, civilian passengers, or a combination of these.

September 23, 1993—Attack—Sukhumi Airport—Georgia

Numerous casualties were reported when a Georgian TU-134 passenger aircraft was struck by artillery rounds at Sukhumi Airport. The aircraft was in the process of loading and evacuating refugees and wounded when Abkhaz rebels allegedly fired upon the airport.

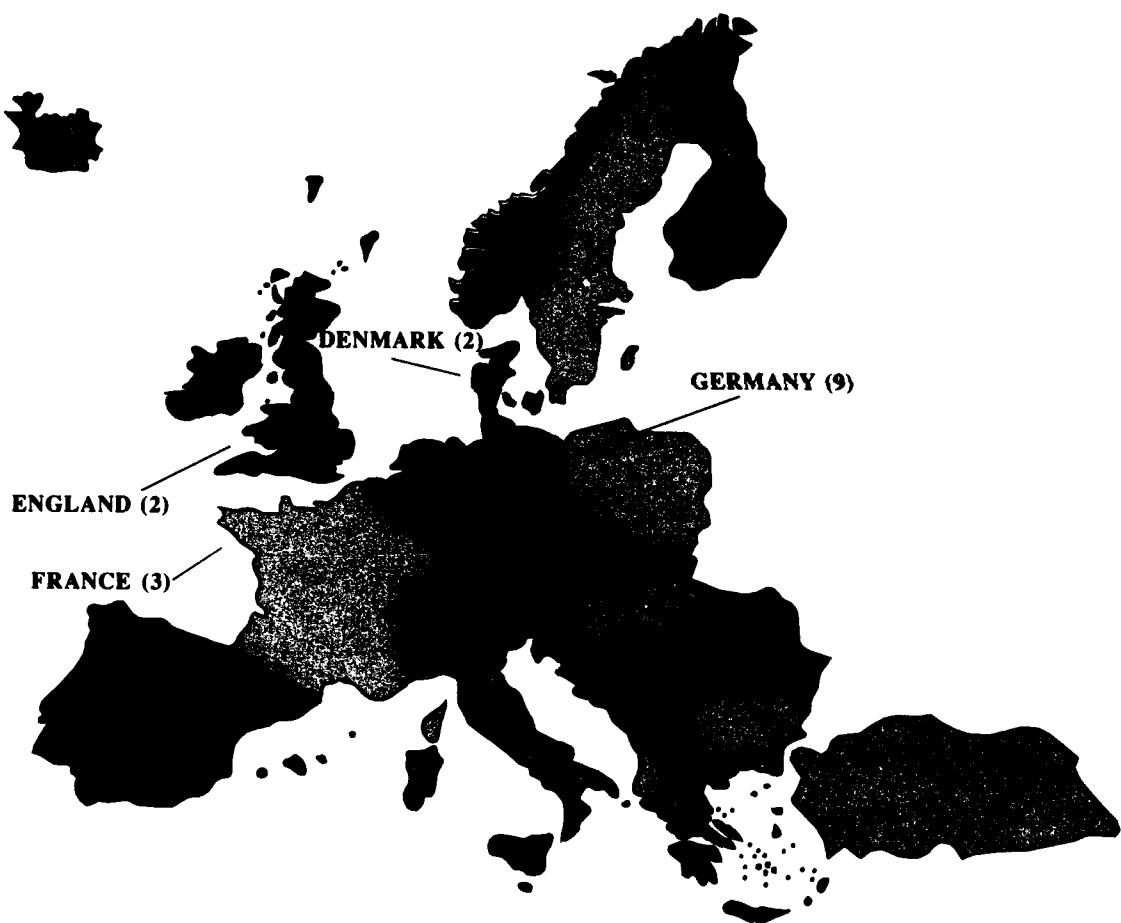
December 24, 1993—Kidnappers at Airport—Russia *

Four men were arrested by Russian authorities after a four-day ordeal in which they held hostages and demanded money and an aircraft. The incident began on Thursday, December 23, at a school in Rostov-on-Don, located approximately 600 miles south of Moscow. The four, who were armed, took students and a teacher hostage at the school. They then commandeered a bus to a military airfield and demanded an aircraft to fly them to Iran. After releasing some hostages, they were given an Mi-8 military helicopter, which they later packed with explosives, and two volunteer pilots. They flew

to Krasnodar for refueling and then to Milnernalnye Vody, located approximately 800 miles south of Moscow, where they demanded \$10 million in U.S. currency.

Eight of the remaining 13 hostages were released on Friday when the ransom money was delivered from Moscow. Bad weather kept the helicopter grounded at the airport. On Sunday, December 26, all but the two pilots were released, and the helicopter left followed by two Russian military helicopters transporting counterterrorist forces. The kidnappers landed near Makhachkala, the capital of Dagestan, a mountainous, semi-autonomous Russian republic located approximately 250 miles east of Milnernalnye Vody and 1,000 miles south of Moscow. After abandoning the helicopter, the kidnappers fled but were captured early Monday, December 27. Most of the ransom money was recovered; none of the hostages had been injured. The kidnappers face the death penalty if convicted.

EUROPE



Incidents included in statistics: 16

Incidents not included in statistics: 2

Chronology

February 11	Hijacking—Lufthansa	Germany to United States
February 25	Incident on Aircraft—LOT	Poland *
June 3	Attack—Turkish Airlines Office	Germany
June 16	Hostages Taken on Helicopter	France *
June 24	Attacks—Turkish Airlines Offices (Four Incidents)	Germany
June 24	Attack—Istanbul Airlines Office	Germany
June 24	Attack—Turkish Airlines Office	Denmark
June 24	Attack—Turkish Airlines Office	France
June 26	Attack—Turkish Airlines Office	France
October 29	Bombing—Turkish Airlines Office	England
November 4	Bombing—Turkish Airlines Office	England
November 4	Attack—Turkish Airlines Office	Denmark
November 4	Bombings—Turkish Airlines Office (Two Incidents)	Germany
December 10	Hijacking—Air France	France

* Incidents Not Included in Statistics.

February 11, 1993—Hijacking—Lufthansa—Germany to United States

Lufthansa German Airlines Flight 592 was hijacked over Austrian airspace shortly after departure from Frankfurt International Airport. The aircraft, an Airbus A310-300, was en route to Addis Ababa, Ethiopia, via Cairo, Egypt, with 94 passengers and 10 crew. A lone Ethiopian male forced his way into the cockpit and placed a pistol to the pilot's head. His single demand was to fly to New York City. The aircraft refueled at Hanover, Germany, and was flown to John F. Kennedy International Airport in New York. There, the hijacker gave the weapon to the pilot, exited the aircraft, and surrendered to authorities. His weapon was determined to be a starter pistol loaded with blank rounds. No injuries were incurred during the 11½ hour ordeal.



Hijacked Aircraft at J.F.K. International Airport, New York

The hijacker was charged with aircraft piracy and was arraigned on February 12, 1993. He is currently undergoing psychiatric evaluation.

February 25, 1993—Incident on Aircraft—LOT—Poland *

While awaiting takeoff from Rzeszow Airport, LOT Flight 702 to Warsaw was boarded by an individual who tried to enter the flight deck and threatened to detonate a hand grenade. There were 30 passengers and crew on board the Aerospatiale/Aeritalia (ATR) 72 aircraft. The individual was shot in the abdomen by Polish security force members and was hospitalized. No hand grenades or other weapons were found, and there were no other injuries.

June 3, 1993—Attack—Turkish Airlines Office—Germany

It was reported that several suspects were arrested after throwing rocks and breaking windows at several Turkish establishments, including the Turkish Airlines (THY) office, in Hamburg.

June 16, 1993—Hostages Taken on Helicopter—France *

According to media reports, several individuals took hostages on board a helicopter in central France in order to land in a prison at Chateauroux and abet the escape of a prisoner. They had entered the office of a helicopter rental company at Neuvy-le-Roi, near Tours, took the owner and his two children hostage, and took off on board a helicopter. They apparently changed their plan, however, and landed outside the prison, released their hostages, and fled. The prison escape did not occur. In 1986, this same inmate had escaped in a helicopter that landed in a prison yard, but he was recaptured.

June 24, 1993—Attacks—Turkish Airlines Offices—Germany (Four Incidents)

THY offices in Hamburg, Hanover, Nuremberg, and Stuttgart were among the targets in a series of coordinated, mid-morning attacks against Turkish facilities by supporters of the Kurdish Workers' Party (PKK). Damages occurred in each of these incidents, but there were no injuries. Windows were broken at offices in Nuremberg and Hamburg; however, damages were more extensive in Stuttgart and Hanover.

June 24, 1993—Attack—Istanbul Airlines Office—Germany

Two persons were arrested following a mid-morning attack against the office of Istanbul Airlines in Munich, during which the windows were broken.

June 24, 1993—Attack—Turkish Airlines Office—Denmark

Demonstrators broke windows at the THY office in Copenhagen.

June 24, 1993—Attack—Turkish Airlines Office—France

A small group of individuals attacked the THY office in Lyon, causing damage to the building. There were no arrests or injuries.

June 26, 1993—Attack—Turkish Airlines Office—France

A small group of PKK supporters reportedly were responsible for an attack against the THY office in Strasbourg in which windows were broken and furniture and computer equipment damaged. There were no injuries and no arrests.

October 29, 1993—Bombing—Turkish Airlines Office—England

Shortly before noon, a Molotov cocktail was thrown through a window and into the THY office in London. A small fire which started was quickly extinguished by THY staff members, and damage was minor. There were no injuries. Approximately 50 persons identified as PKK militants were report-

edly demonstrating outside the office at Hanover Square at the time of the incident. More than a dozen people were arrested, including the person allegedly responsible for the attack.

November 4, 1993—Bombing—Turkish Airlines Office—England

For the second time in a week, a Molotov cocktail was thrown into the THY office in London. No injuries were reported and only minor damage was caused in the 10:30 a.m. attack. No arrests were made.

This incident was one of numerous attacks that took place throughout Europe against Turkish government and commercial interests. These attacks occurred nearly simultaneously, and they apparently were coordinated. Kurdish activists associated with the PKK were believed responsible.

November 4, 1993—Attack—Turkish Airlines Office—Denmark

An attempt was made to set fire to the THY office in Copenhagen. The unidentified attackers fled before police arrived, however, and no arrests were made.

November 4, 1993—Bombings—Turkish Airlines Offices—Germany (Two Incidents)

THY offices in Stuttgart and Frankfurt were attacked. These incidents were among the nearly three dozen attacks against Turkish interests that occurred throughout Germany. In the Stuttgart incident, at least one person was slightly injured, and several thousand dollars' worth of damage was caused in a firebombing of the THY office. Two persons were arrested. In Frankfurt, five persons reportedly smashed windows, furniture, and computers in the THY office before throwing three Molotov cocktails. Considerable fire-related damage occurred in the building housing the office, but there were no injuries. Two teenaged males, identified as "Kurdish asylum seekers" were arrested. A note, reportedly found after the attack, stated: "We protest against the genocide which the Turkish State has declared against the Kurdish People."

December 10, 1993—Hijacking—Air France—France

A hijacking occurred on board Air France Flight 2306 during a domestic flight between Paris and Nice. The incident took place as the Airbus A320 aircraft, carrying 123 passengers and six crew, neared Cote d'Azur Airport in Nice. The hijacker, armed with a knife, entered the flight deck and demanded to be taken to Tripoli, Libya. He claimed to have an explosive device and threatened to blow up the airplane if his demand was not met. The plane, however, landed at Nice, and all the passengers were soon released. The crew was kept on board but escaped after approximately 90 minutes. The hijacker, identified as an Algerian-born male with a criminal record, was apprehended by police. He did not have an explosive. No one was injured in the incident.

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LATIN AMERICA AND THE CARIBBEAN



Incidents included in statistics: 9

Incidents not included in statistics: 2

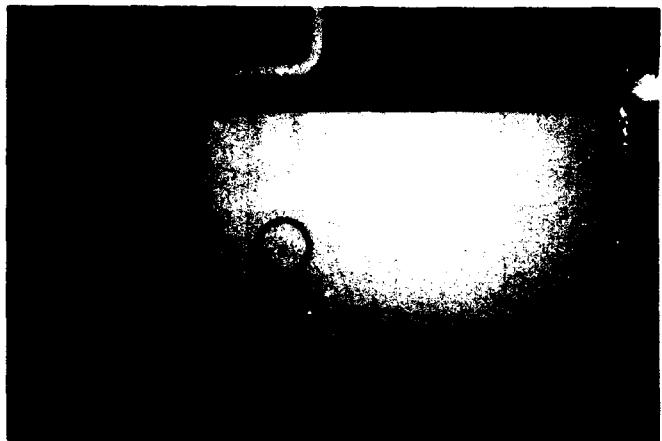
Chronology

January 22	Shooting at American Airlines Aircraft	Peru
January 26	Bombing—Jorge Chavez Airport	Peru
February 6	General Aviation—Commandeering	Venezuela
February 18	Commandeering—Missionary Flight International	Haiti to United States
April 11	Attempted Bombing—Puerto Rondon Airport	Colombia
April 18	Hijacking—Intercontinental de Aviacion	Colombia
May 24	Shooting at Miguel Hidalgo Airport	Mexico *
September 28	General Aviation—Commandeering (Two Incidents)	Colombia (Two Incidents)
October 25	Bombing—Jorge Chavez Airport	Peru
November 15	Theft of Aircraft	Cuba *

* Incidents Not Included in Statistics

January 22, 1993—Shooting at American Airlines Aircraft—Peru

An American Airlines Airbus A-300 passenger plane was hit by small arms fire as it was taxiing down the tarmac at Lima's Jorge Chavez International Airport. The aircraft was struck three times, but no one was injured. It is unclear who fired on the plane.



Bullet Hole Located Two Feet Below L3 Door

January 26, 1993—Bombing—Jorge Chavez Airport—Peru

A package containing 4 ounces of dynamite exploded near the international flight ramp at the Jorge Chavez International Airport in Lima, causing slight damage and no injuries. The perpetrators of this attack have not been identified.

February 6, 1993—General Aviation—Commandeering—Venezuela

Four gunmen with pistols and hand grenades seized a chartered, twin-engine Beech Queen Air aircraft as it was ready to take off with two passengers and a pilot at the Laguna Larga fishing camp in central Venezuela. The plane, which was bound to Maiquetia (Venezuela) International Airport, is believed to have been taken to Colombia for use in drug trafficking. The three hostages were released by their captors one month later.

February 18, 1993—Commandeering—Missionary Flight International Haiti to United States

A 24-year old armed male Haitian commandeered a Missionary Flight International twin-turbo-prop McDonnell Douglas DC-3 aircraft as it prepared for a scheduled flight to West Palm Beach, Florida, from Cap Haitien and demanded to be flown to Miami. The man forced his way onto the plane by taking a woman passenger hostage. A shot was fired before the plane took off. The plane refueled without incident at Turks and Caicos Islands before flying to Miami, where the hijacker surrendered peacefully to federal authorities. The nine passengers and two crew members on board

were unharmed. The hijacker was later charged with one count of air piracy and released, in Miami, on \$100,000 bond guaranteed by prominent Haitian exile activists.

April 11, 1993—Attempted Bombing—Puerto Rondon Airport—Colombia

Authorities foiled an attack against Puerto Rondon Airport in Arauca. As the perpetrator, believed to belong to the National Liberation Army (ELN), prepared to dynamite the runway, he was surprised by a police patrol and shot to death while trying to escape. The police confiscated one high intensity explosive device, matches, and primers.

April 18, 1993—Hijacking—Intercontinental de Aviacion—Colombia

An unarmed individual hijacked a Colombian airliner on a domestic flight. Intercontinental de Aviacion Flight 217, a DC-9 aircraft, was on its scheduled route from Arauca to Bogota when, ten minutes into the flight, the lone hijacker announced his intentions to his fellow passengers and entered the flight cabin. The plane landed without incident at Eldorado Airport in Bogota and was surrounded by security personnel. The hijacker, whose apparent only demand was to speak with President Cesar Gaviria, was overpowered by one of the bodyguards of a congressman aboard the plane and placed under arrest. None of the reported 81 persons aboard was injured.

May 24, 1993—Shooting at Miguel Hidalgo Airport—Mexico *

A Mexican Roman Catholic Cardinal was killed at the Miguel Hidalgo International Airport, in Guadalajara, during a gun battle between rival drug gangs. Juan Jesus Posadas Ocampo, formerly Archbishop of Guadalajara, coincidentally arrived at the airport to receive a papal nuncio in a car similar to that known to belong to a drug lord targeted for assassination by his rivals. Posadas' car was hit by at least 25 bullets from high-powered weapons. The Cardinal's driver and five other people also died. Several arrests have been made.

September 28, 1993—General Aviation—Commandeerings—Colombia (Two Incidents)

Revolutionary Armed Forces of Colombia (FARC) insurgents seized a helicopter from the Helitaxi company and kidnapped the pilot near Yopal, in the Casanare department. In addition, according to press reports a second helicopter was seized by ELN guerrillas, also in the Casanare department. No further information is available regarding either incident.

October 25, 1993—Bombing—Jorge Chavez Airport—Peru

Suspected Shining Path (SL) terrorists detonated a 100-pound explosive device in the parking lot near the international arrival/departure section of Lima's Jorge Chavez International Airport. The device, consisting of dynamite and ammonium nitrate fuel oil (ANFO), was placed under a vehicle. As a result of the explosion, a Crillon Hotel minibus in the vicinity was overturned and its driver

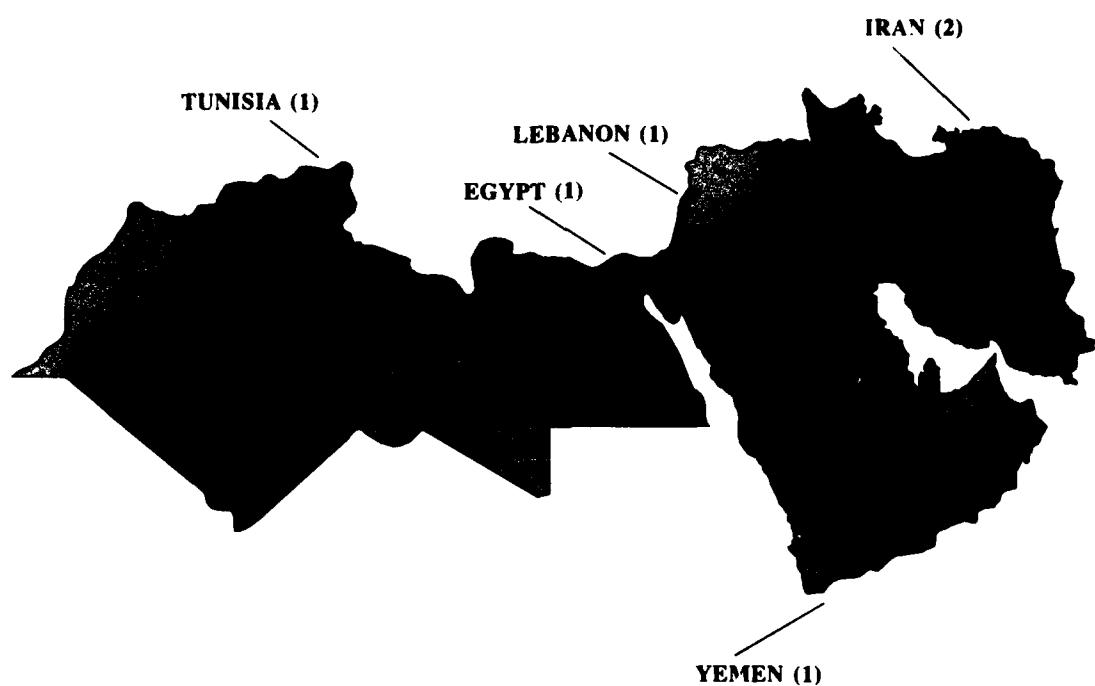
died from injuries he sustained. About 20 persons sustained injuries from the blast, which blew out glass windows at the airport. Approximately 15 cars parked nearby were heavily damaged.

November 15, 1993—Theft of Aircraft—Cuba *

A single-engine Antonov 2 aircraft belonging to the Cuban enterprise Aviacion Agricola was stolen from Camaguey Airport by two company pilots. They incapacitated two security personnel guarding the aircraft, boarded it, and immediately took off accompanied by seven other adults and four children. The defectors requested asylum upon landing at the Opa Locka, Florida, airport. No additional information is available.

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MIDDLE EAST AND NORTH AFRICA



Incidents included in statistics: 6

Incidents not included in statistics: 0

Chronology

August 15	Hijacking—KLM	Tunisia to Germany
August 23	Attempted Bombing—Kuwait Airways Office	Lebanon
August 27	Hijacking—Alyemda Airlines	Yemen
October 22	Hijacking—Egypt Air	Egypt to Yemen
November 9	Bombing—Air France Office	Iran
November 29	Hijacking—Iran Air	Iran to Iraq

August 15, 1993—Hijacking—KLM—Tunisia to Germany

A 40-year old Egyptian male hijacked Royal Dutch Airlines (KLM) Flight 110 during a flight from Tunis, Tunisia, to Amsterdam, the Netherlands. The Boeing-737-400 (B-737) aircraft carried 128 passengers and seven crew members. The hijacker claimed to have an explosive device and demanded to be flown to New York City. He apparently was seeking to force the release of the jailed Egyptian cleric, Shaykh Omar Abdel Rahman, who was in custody charged with immigration-related violations. Several of the Shaykh's followers have been charged in the February 1993, World Trade Center bombing in New York City. Another of the hijacker's demands was for the United Nations to enforce sanctions against Serbia in the Balkan conflict.

The plane landed at the airport in Duesseldorf, Germany, during midafternoon ostensibly to be refueled. The hijacker released everyone on board except two crew members and began to negotiate with the authorities. He set a deadline for the release of the Shaykh and threatened to blow up the airplane if his demands were not met.

The incident ended at approximately 2:00 a.m. on August 16, nearly 10½ hours after the plane landed in Duesseldorf. Members of the German counterterrorist unit, GSG-9, stormed the aircraft and arrested the hijacker without incident. There were no injuries. No weapons or explosives were found on the hijacker or on board the aircraft. The hijacker acted alone and not, apparently, at the behest of a terrorist organization.

August 23, 1993—Attempted Bombing—Kuwait Airways Office—Lebanon

In West Beirut, an 18-pound explosive/incendiary device was found outside a building housing the Kuwait Airways office. The device, hidden in a box, consisted of three hand grenades connected to bottles of a flammable liquid and a timer. Authorities defused the bomb in mid-afternoon, several minutes before it was to explode. The incident took place on the eve of a visit to Lebanon by the Emir of Kuwait and was possibly related to this event; however, there was no claim of credit.

August 27, 1993—Hijacking—Alyemda Airlines—Yemen

An Alyemda-Democratic Yemen Airlines B-737 aircraft was hijacked during a domestic flight from Ar-Riyan to Al-Ghaydah. The hijacker, a Yemeni soldier who reportedly was armed with a handgun and a hand grenade, demanded to be taken to either Kuwait or Oman. The pilot convinced the hijacker that a refueling stop was necessary and landed the aircraft at the Al-Ghaydah airport. After all passengers had disembarked, police stormed the aircraft and arrested the hijacker. There were no injuries. The hijacker's motive is not known.

October 22, 1993—Hijacking—Egypt Air—Egypt to Yemen

A Yemeni passenger believed to be suffering from psychological problems hijacked an Egypt Air aircraft en route from Cairo, Egypt to Sanaa, Yemen. The hijacker, who was armed with a large knife, demanded to be taken to Aden, Yemen. He was overcome by Egyptian security guards as he attempted

to enter the flight deck. The aircraft landed as scheduled in Sanaa and the hijacker was arrested. He will be tried in Yemen.

November 9, 1993—Bombing—Air France Office—Iran

A hand grenade was thrown into the Air France office in Tehran causing extensive damage and injuring one employee. At approximately the same time, two grenades were thrown into the French Embassy compound. According to media reports, the Hizballah Committee of Southern Tehran (or some variation thereof), a previously unknown group, claimed credit for the attacks. They reportedly were in response to the French granting admission the previous week to a prominent Iranian dissident.

November 29, 1993—Hijacking—Iran Air—Iran to Iraq

An Iran Air Fokker F-27 aircraft with 38 passengers and crew was hijacked during a domestic flight from Gachsaran to Ahvaz. The plane was on a regular weekly flight transporting patients needing specialized or urgent medical care to the capital of Khuzenstan Province. National Iranian Oil Company employees were also on the flight because seats were available. The aircraft initially headed for Kuwait but was refused permission to land. Only after a fuel emergency was declared was the plane allowed to land in Basra, Iraq. There are conflicting reports as to the identity of the hijacker. One report identified him as an Iranian seeking political asylum for himself, his wife, and his five children. His brother and brother-in-law reportedly had been executed by the Iranian Government. According to another report, a telephone caller to the Iranian News Agency claimed the hijacking on behalf of the Mujahedin-E Khalq (MEK) terrorist organization. An MEK spokesman in Paris, France, however, disavowed responsibility.

NORTH AMERICA



Incidents included in statistics: 2

Incidents not included in statistics: 2

Chronology

April 6	Suspicious Device at Logan Airport	United States *
April 16	General Aviation—Explosion at Airport	United States
July 3	General Aviation—Destruction of Aircraft	United States
September 22	Arrest of Phantom Controller	United States *

* Incidents Not Included in Statistics.

April 6, 1993—Suspicious Device at Logan Airport—United States *

At approximately 10:30 p.m., maintenance personnel found suspicious materials in a bag in a rest room at Terminal B, Logan International Airport, Boston, Massachusetts. Among the materials were the components for an explosive device: a blasting cap, wires, black powder, four safety flares, one military-type hand grenade, pellets, and a battery. The materials were unassembled and were safely removed by the Massachusetts State Police. A suspect was seen leaving the rest room shortly before the bag was found, and a description was provided to police.

On April 14, the FBI arrested an individual in Chambers, Arizona. A warrant for his arrest had been issued for the April 5 robbery of the Eastern Bank in Salem, Massachusetts. During the robbery a teller was shown a bag and was told it contained a bomb. It allegedly is this bag that was found at Logan Airport. On April 29, the suspect was indicted by a federal grand jury on three counts: (1) Armed robbery, (2) Carrying an explosive device during the commission of a felony, and (3) Bringing an explosive device on an airport. He is currently awaiting trial.

April 16, 1993—General Aviation—Explosion at Airport—United States

During the early morning hours, an explosive device detonated on and caused considerable damage to a beacon tower at the Sterling, Colorado, airport, a general aviation field. The device, a pipe bomb, had been placed on top of the 60 foot tower. No suspects have been developed in this incident.

July 3, 1993—General Aviation—Destruction of Aircraft—United States

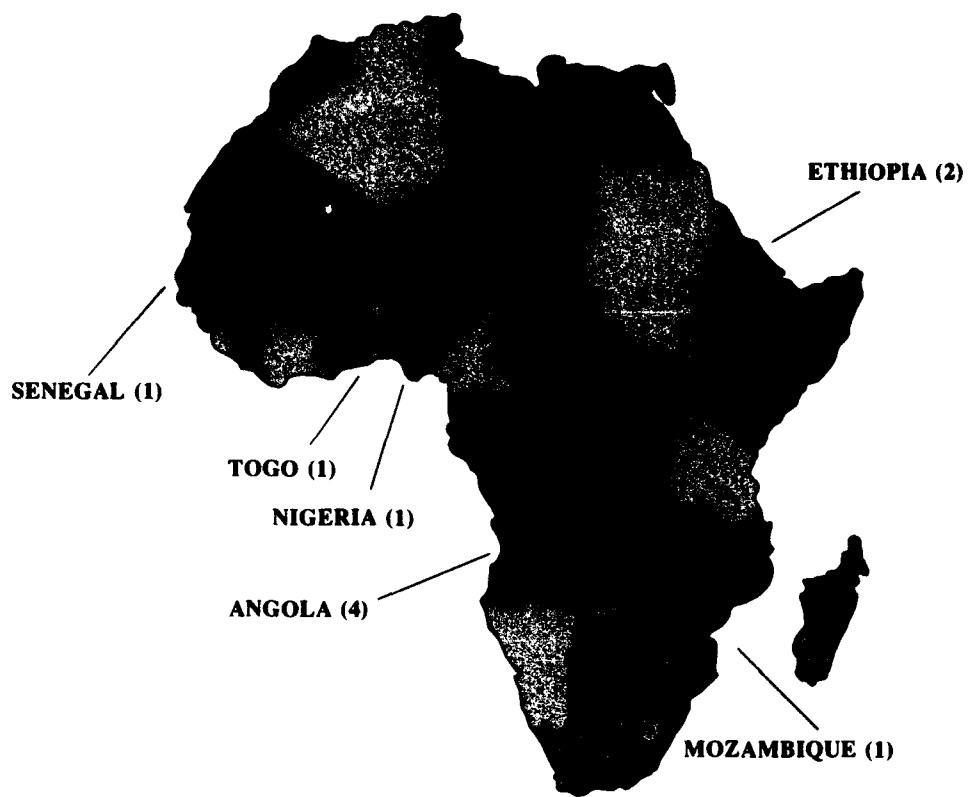
Shortly before midnight an improvised explosive device (IED) destroyed a general aviation aircraft at the Blue Knob Valley Airport in Newry, Pennsylvania. The aircraft, a Cessna 172C Skyhawk, had been tied down for the night. No suspects have been developed.

September 22, 1993—Arrest of Phantom Controller—United States *

A 27-year old unemployed janitor was arrested in Roanoke, Virginia, for broadcasting phony transmissions to pilots of commercial and private aircraft. He told pilots on restricted air traffic control frequencies to either break off landings at the last moment or change altitudes. He countmanded instructions from and argued with legitimate air traffic controllers. He also transmitted a false distress call concerning an ultralight aircraft. Authorities traced most of the signals, which occurred over a six-week period, to a mobile transmitter on the outskirts of the Roanoke Regional Airport. The "Roanoke Phantom" was charged with communicating false information, endangering the safety of aircraft in flight, and using obscene language on the radio. He could face up to 22 years in prison and be fined \$110,000 if convicted of these charges. A trial date has been set for 1994.

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SUB-SAHARAN AFRICA



Incidents included in statistics: 10

Incidents not included in statistics: 2

Chronology

January 18	Attack—Ziguinchor Airport	Senegal
March 12	Hijacking—Ethiopian Airlines	Ethiopia
April 5	Shooting at UNWFP Aircraft	Angola
April 14	Shooting at UNWFP Aircraft	Angola
April 26	Shooting at UNWFP Aircraft	Angola
May 20	Bombing—Ethiopian Airlines Office	Togo
May 26	Shooting at Lagos Airport	Nigeria *
July 4	Hijacking—Royal Swazi Airways	Mozambique to South Africa
July 15	Shooting at UNWFP Aircraft	Angola
July 25	Hijacking—Ethiopian Airlines	Ethiopia to Djibouti
July 27	Robbery at Lagos Airport	Nigeria *
October 25	Hijacking—Nigerian Airways	Nigeria to Niger

* Incidents Not Included in Statistics.

January 18, 1993—Attack—Ziguinchor Airport—Senegal

Three projectiles were fired at the Ziguinchor Airport, but only one hit the control tower damaging windows but no navigational equipment. There were no claims of responsibility. The Movement of Democratic Forces of Casamance, a separatist group, is suspected. The airport and control tower were unoccupied at the time of the attack and there were no injuries reported.

March 12, 1993—Hijacking—Ethiopian Airlines—Ethiopia

An Ethiopian Airlines Aerospatiale/Aeritalia (ATR)-42 aircraft en route from Gambela to Addis Ababa was hijacked by three men and a woman who demanded to be taken to Djibouti. The aircraft, carrying over thirty passengers and four crew members, was forced to land in Dire Dawa to refuel. Authorities negotiated with the hijackers for six days during which time 15 passengers escaped. One hijacker who attempted to escape was shot and wounded by Ethiopian security forces and was arrested. On March 18, security forces stormed the aircraft and, in the exchange of gunfire, two hijackers were killed and one passenger was wounded. The fourth hijacker, the female, was arrested. The hijackers reportedly wanted to leave their country to seek better living conditions.

April 5, 1993—Shooting at UNWFP Aircraft—Angola

A United Nations World Food Program (UNWFP) Antonov aircraft, en route to the northern city of Uige, was shot at by National Union for the Total Independence of Angola (UNITA) rebels. One Russian crew member was injured in the incident.

April 14, 1993—Shooting at UNWFP Aircraft—Angola

A UNWFP Beechcraft general aviation aircraft evacuating international aid workers from Luena was shot at with long-distance artillery by UNITA forces. The aircraft was able to return safely to the capital, Luanda. There were no injuries reported.

April 26, 1993—Shooting at UNWFP Aircraft—Angola

A UNWFP-leased Antonov 12 (AN-12) aircraft en route from Catumbela was hit by a missile from UNITA forces while flying at 16,000 feet. The crew of six Russians and an Angolan was forced to make an emergency landing in Luena, where the aircraft crashed in a minefield near the airport. Two crewmen, who were wounded from the attack, emerged from the aircraft. One crewman stepped on an anti-personnel mine and was killed.

May 20, 1993—Bombing—Ethiopian Airlines Office—Togo

An explosive device exploded on the staircase leading to an Ethiopian Airlines office at the Palm Beach International Hotel in Lome. Damage was caused by the explosion, but there were no injuries. There was no claim of responsibility for the incident.

May 26, 1993—Shooting at Lagos Airport—Nigeria *

Two armed robbers pursued by authorities drove a vehicle onto the airport and stopped in front of a Royal Dutch Airlines (KLM) aircraft preparing for boarding passengers. Pursued by authorities, the two men ran from the vehicle and fired shots from their weapons. The incident caused flight delays for 45 minutes. No injuries were reported.

July 4, 1993—Hijacking—Royal Swazi Airways—Mozambique to South Africa

A Royal Swazi National Airways Corporation Fokker F-28 aircraft, en route from Maputo, Mozambique, to Manzini, Swaziland, carrying two passengers and four crew members, was hijacked by a Mozambican who was armed with an AK-47 assault rifle and who demanded to be taken to Australia. When the pilot informed the hijacker that Australia was beyond the aircraft's flying range, the hijacker demanded to fly to Lesotho but later redirected the flight to Johannesburg, South Africa, where the aircraft was to be refueled and flown to Mauritius.

REUTERS/BETTMANN



Police Surround Royal Swazi Aircraft in Johannesburg, South Africa

While the aircraft was in flight, the hijacker, who was intoxicated, fired three shots and struck the pilot and copilot with the butt of his rifle. When the aircraft landed at Jan Smuts International Airport in Johannesburg, the hijacker released two crew members. After two hours of negotiating with the hijacker, security forces stormed the aircraft and in the exchange of gunfire the hijacker, pilot, and a passenger were wounded. The hijacker, wanted by authorities for the murders of two policemen, reportedly smuggled his rifle aboard the aircraft in a large shoulder bag.

July 15, 1993—Shooting at UNWFP Aircraft—Angola

A UNWFP AN-32 twin-engine aircraft en route to M'banza, Congo, was shot at from ground level and hit by approximately 40 rounds. An engine was disabled, and the aircraft was forced to return to Luanda. The flight was among the first United Nations aid flights in three months. There was no claim of responsibility, but UNITA is suspected. No injuries were reported.

July 25, 1993—Hijacking—Ethiopian Airlines—Ethiopia to Djibouti

An Ethiopian Airlines Boeing-757 aircraft, en route from Dire Dawa to Addis Ababa with 126 passengers and eight crew members, was hijacked to Djibouti by two Ethiopian soldiers with a fake grenade. During three and one-half hours of negotiations with authorities, the hijackers released everyone except the pilot, copilot, and a passenger. The hijackers, who were seeking political asylum, surrendered soon after to authorities and released the remaining hostages. No injuries were reported during the incident.

July 27, 1993—Robbery at Lagos Airport—Nigeria *

A currency exchange van was robbed by four men armed with automatic weapons at a diplomatic parking lot at the airport. The robbers shot at the van and sprayed the area with smoke. Two police officers, the van driver, and the owner of the currency exchange office were killed and a bystander wounded in the incident. The robbers drove away with the van and another vehicle. There was no claim of responsibility.

October 25, 1993—Hijacking—Nigerian Airways—Nigeria to Niger

A Nigerian Airways Airbus A310 aircraft, on a domestic flight from Lagos to Abuja with 137 passengers and 12 crew members, was hijacked. Four Nigerian male passengers armed with handguns and knives demanded to fly to Frankfurt, Germany. They also made various political demands, such as restoring democracy in Nigeria. The aircraft was denied permission to land in N'djamena, Chad, and instead landed in Niamey, Niger. The hijackers, calling themselves "The Suicide Squad of the Movement for the Advancement of Democracy" doused the aircraft with gasoline. They threatened to set it on fire unless their demands were met, and the aircraft was refueled. Shortly thereafter, however, authorities secured the release of all but 27 passengers and crew members. After two days of negotiations, security forces stormed the aircraft. One crew member was killed and five persons, including two hijackers, were wounded.

FEATURE ARTICLES

Hijackings in the People's Republic of China

Chinese civil aviation was the target of at least 13 hijackings in the nine-month period between April and December 1993. In ten of these incidents, the aircraft was taken to Taiwan. In addition, there were numerous reports of efforts to bring on board aircraft weapons, fake explosive devices, and other items that could be used to execute a hijacking.

While each hijacking was unique and followed no predictable pattern, reaching Taiwan was the goal of the hijacker in every case. Each incident which ended in Taiwan was relatively non-violent, and all concluded peacefully with the hijackers' immediate surrender to authorities in Taipei. It therefore may be concluded that the motive of each hijacker was personal rather than political. That is, the hijacker, in each case a Chinese male who sometimes was accompanied by members of his family, was trying to escape the People's Republic of China (PRC) rather than attempting to make a political statement or execute some terrorist scheme.

The ten hijackings to Taiwan in 1993 targeted seven different Chinese airlines on flights originating at ten different eastern Chinese airports. Nine of the hijackings took place aboard domestic flights. Xiamen Airlines, the most targeted carrier, was hijacked three times. This airline operates out of southeastern China, and each of its hijacked flights was heading to Xiamen, which is located directly across the Taiwan Strait from the hijackers' goal. Most of the other hijackings involved flights originating in the southeastern portion of the country, and none of the targeted flights began farther west than Guangzhou. Air China, the Chinese international carrier, was the target of two hijackings, but only one of these successfully reached Taiwan.

The relative lack of violence in all ten hijacking cases was the result of a number of factors: lack of resistance by the air crews; no ill treatment of passengers; political or financial demands were not made; and the hijacker surrendered without violence. More importantly, however, the hijackers were concerned strictly with escaping from China; they were not professional terrorists. The unsophisticated weaponry used in each hijacking kept injuries to a minimum. Pistols were used only in the first hijacking, while small knives were used in five of the remaining hijackings. These knives were popular because they could be broken down into smaller pieces, placed in carry-on bags, and then reassembled once the flight was under way. Six of the hijackings were carried out with fake explosive devices, often in conjunction with a knife. In some cases, the mere suggestion that an explosive device had been placed somewhere on board was enough to carry out the hijacking.

Each of the hijackers was arrested after surrendering peacefully upon arrival in Taipei. Initially, the aircraft, crew, and passengers were allowed to return to China within hours of landing, while the hijackers remained in custody. The policy of the Taiwanese government to stop repatriating hijackers to China may have affected the decision of those considering escaping China by making hijacking more appealing.



Air China Hijacking, August 10, 1993

Despite protests from China, Taiwan continues to assert that there is no legal justification for returning the hijackers, since the Hague Convention of 1972 allows the disposition of the hijacked aircraft, passengers, and crew to be handled separately from that of the hijacker. By the end of December, however, Taiwan had announced stricter tactics to deal with the hijackings in the wake of the nine which took place since the end of June. Hijackings were to be dealt with as criminal acts rather than political statements, with aircraft and crew detained pending a thorough investigation. Passengers would be returned to the PRC immediately.

The two persons responsible for the first hijacking in April were convicted and sentenced to ten years in prison in Taiwan. Prosecutors chose to emphasize the political rather than the criminal nature of the act claiming that conditions in China were partially responsible for the crime. Increasingly stiff sentences by Taiwanese judges failed to stop the hijackings, however, which continued through the end of December. Taiwan continued to resist pressure from China to return the hijackers for prosecution, and, by the end of 1993, three rounds of negotiations had failed to find a mutually acceptable formula for extradition.

This ability to commit the ten hijackings may be linked to the crash of a Chinese airliner during a failed hijacking in late 1990, as well as five civil air accidents in 1992 that resulted in 310 deaths. While previous Chinese policy apparently called for stopping hijackings at any cost, it is believed that this resulted in several accidents as hijackers fought with air crews in mid-flight.

Royal Swazi National Airways Corporation Hijacking—Mozambique to South Africa

An interesting civil aviation incident occurred on July 4, 1993, involving the hijacking of a Royal Swazi National Airways Corporation airliner from Mozambique to South Africa. This was the first hijacking of a Royal Swazi aircraft in the history of Swaziland.

The Royal Swazi Fokker F-28 aircraft, a World War II-vintage plane, carried four crew members and two passengers. The pilot was a New Zealander; the copilot and two flight attendants, Swazi; one passenger was Canadian and the other was Mozambican. On July 4, at 6:00 p.m. local time, the aircraft started on an 80-mile, 30-to-40 minute flight from Maputo, Mozambique, to Manzini, Swaziland. Fifteen minutes into the flight, the Mozambican passenger, armed with an AK-47 assault rifle, broke into the cockpit and ordered the aircraft to divert to Sydney, Australia.

When the hijacker was told that the aircraft was incapable of reaching Australia, he ordered the pilot to fly to Lesotho. There were problems at Mashoeshoe International Airport in Maseru, Lesotho, however. The landing lights were inoperative, and the plane could not land. The hijacker then ordered the pilot to fly to Johannesburg, South Africa, to be refueled before flying to Mauritius. During the flight, the hijacker, who had become intoxicated before boarding, became aggressive. Consequently, he fired his rifle four times and struck the pilot and copilot in the head with the butt of his rifle.

The aircraft landed at approximately 7:50 p.m. at Jan Smuts International Airport in Johannesburg. The airport was shut down while negotiations took place between authorities and the hijacker. While the aircraft was being refueled, the two flight attendants were released. The Minister of Transport and the Foreign Minister, Pik Botha, who was acting state President for F.W. de Klerk, went to the airport during the hijacking.

At approximately 10:45 p.m., negotiations became deadlocked, and the pilot communicated to the authorities that the hijacker was becoming more aggressive and that the lives of the hostages were in danger. At this point, security forces assaulted the aircraft resulting in the wounding of the hijacker, the pilot, and the Canadian passenger. The hijacker was injured in the head, the pilot in the leg, and the passenger in the shoulder.

It was later determined that the hijacker was a 23-year old army deserter wanted for the murder of two police officers in Mozambique. His motive for the hijacking was to leave Mozambique and Africa. He had smuggled the rifle on board the aircraft by folding back the stock which allowed it to fit in a shoulder bag he was carrying.

The Hijacking of Lufthansa Flight 592

Approximately 35 minutes after takeoff from Frankfurt International Airport in Germany, Lufthansa Flight 592 was hijacked. The aircraft, an Airbus A310-300, carried ten crew members and 94 passengers, including several Americans. Its scheduled route was Frankfurt to Cairo, Egypt, to Addis Ababa, Ethiopia. The hijacking ended 11½ hours later when the plane landed at J.F.K. International Airport (JFKIA) in Jamaica, New York, and the hijacker surrendered peacefully.

The hijacker was identified as a 20-year old Ethiopian male. As the aircraft attained cruising altitude above Austria, the hijacker left his seat. He went to the forward lavatory, donned a black ski mask, and retrieved a weapon—a starter pistol containing blanks—from a waist pouch. Upon exiting the lavatory, he told a flight attendant that he wanted to go to New York and ordered her to open the cockpit door. She did not. The hijacker then found the door to be unlocked and entered the flight deck. He placed the gun to the pilot's head and in English ordered that the plane be turned "to the west."

The pilot told the hijacker that the plane would have to be refueled. The hijacker consented, and the pilot changed course for Hanover, Germany. Shortly after noon, local time, the hijacked plane landed at Hanover's Langenhagen Airport. Security forces surrounded the aircraft; the hijacker remained in the cockpit holding the gun to the pilot's head. At some point the hijacker said that he would begin killing flight attendants, one every five minutes, if the refueling was not speeded up.

Approximately 40 minutes after arrival, the refueled aircraft departed from Hanover. Authorities allowed the plane to take off because they feared for the safety of the passengers and crew. The plane then flew non-stop to JFKIA, where it landed shortly before 4:00 p.m., local time.



Hijacker Surrendering in New York

The hijacker, who initially appeared nervous, calmed down during the flight to New York. He removed his ski mask but kept the gun to the pilot's head. Despite this, the pilot reported that he had gained the confidence of the hijacker, who had agreed to surrender in New York.

Upon arrival at JFKIA, the hijacker appeared to become nervous again, and he put the ski mask back on. He surrendered the gun to the pilot in exchange for the pilot's sunglasses, exited the aircraft, and was arrested. His apparent motive was a desire to enter the United States. He said that a number of personal and family problems required his presence here. Reportedly, he earlier had requested and was refused a student visa to enter the country.

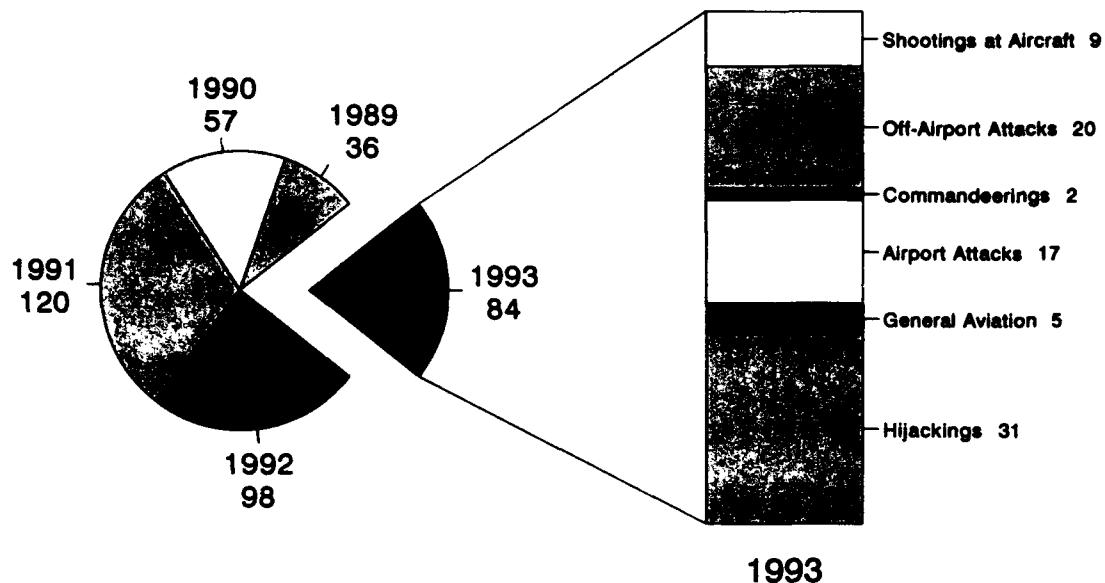
The hijacker was charged with aircraft piracy in U.S. District Court, Eastern District of New York, on February 12, 1993. He is currently undergoing psychiatric evaluation.

TRENDS

1989-1993

Introduction

Five Year Summary Worldwide Civil Aviation Incidents 1989-1993



This section contains an examination of trends for the five-year period 1989-1993. Significant incidents involving civil aviation are separated into one of the following categories:¹

- "Hijackings of Civil Aviation Aircraft,"
- "Commandeerings of Civil Aviation Aircraft,"
- "Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft,"
- "Attacks Against In-Flight Aircraft,"
- "Attacks at Airports,"

¹ Where necessary, an explanation for these categories can be found in the first paragraph of the categories' five-year summary.

- "Off-Airport Facility Attacks," and
- "Incidents Involving Charter and General Aviation Aircraft."

Charts are included to present a visual perspective of these incidents.

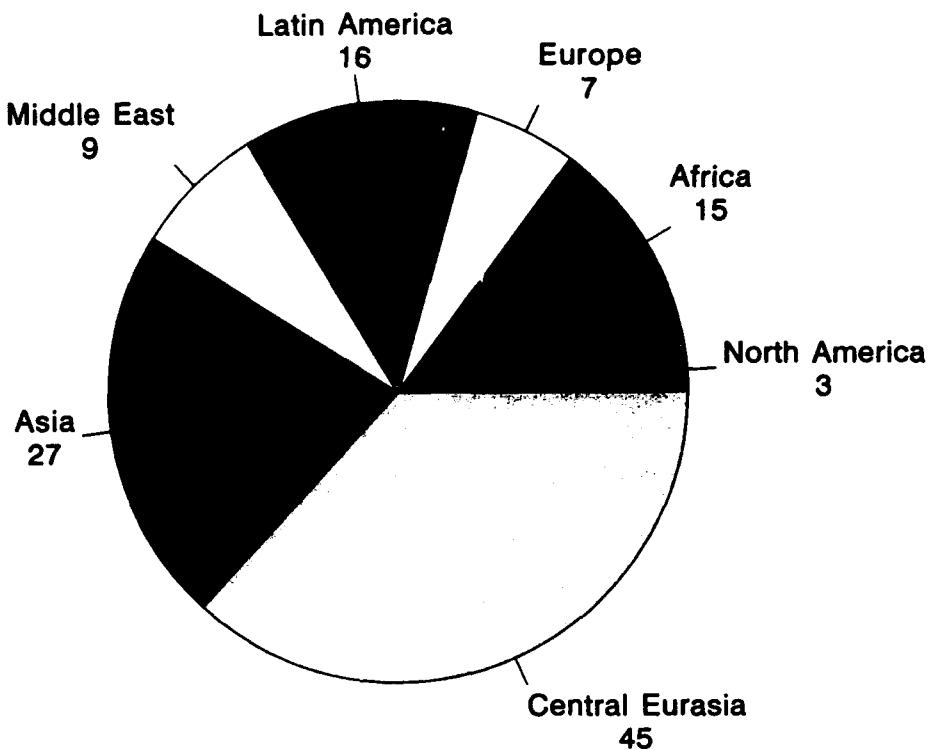
In 1993, for the second consecutive year, fewer incidents were recorded than in the previous year. Eighty-four incidents occurred in 1993; 98 were recorded in 1992, a decrease from 120 incidents in 1991. In 1990, 57 incidents were counted, and in 1989 there were 36.

Despite a decrease in incidents in 1993, there were significantly more hijackings than the year before. Thirty-one hijacking incidents were recorded in 1993. This is nearly a 160% increase from the 12 incidents reported in 1992. Thirteen hijackings in the People's Republic of China (PRC) in large part account for this increase. There were fewer off-airport facility attacks in 1993 (20) than in 1992 (50)—a 60% decrease. Attacks against Turkish Airlines offices in Europe account for more than half of this number. Also, 50% fewer general aviation incidents (5) were recorded in 1993 than in the preceding year.

The number of incidents in most of the other categories remained relatively unchanged from 1992 to 1993:

- for the second consecutive year there were no bombings or attempted bombings on board aircraft, or incidents of passengers being shot during the commission of a criminal act (other than a hijacking),
- two more shooting incidents against in-flight aircraft (9) and two more airport attacks (17) were recorded in 1993; and,
- two fewer commandeering incidents (2) were counted in 1993.

Hijackings of Civil Aviation Aircraft



HIJACKINGS OF CIVIL AVIATION AIRCRAFT 1989 - 1993 122 INCIDENTS

An incident is a hijacking rather than a commandeering when the aircraft is in an in-flight status, that is, when its doors are closed. By this definition, a hijacking can occur on the ground. Hijackings are distinguished from other in-flight situations (such as those involving unruly passengers), by one or more of the following criteria: the act involves the use of a weapon; it is committed by a terrorist group; there are deaths or injuries to passengers or crew; or there is premeditation (hoax device, fake weapon, prewritten note, more than one hijacker, etc.). Hijacking incidents involving general aviation or charter aircraft are not included in this category.

During the past five years, 122 hijackings of civil aviation aircraft were recorded worldwide. The greatest number of incidents (40) during this five-year period occurred in 1990; the fewest (12) were in 1992. There were 31 hijackings in 1993, the second highest total during the past five years. Most of the 122 hijackings between 1989 and 1993 took place on board domestic flights; only 16 international flights were hijacked, including seven in 1993. More than one-half of the 31 hijacking

incidents in 1993 occurred in Asia: four in India and 13 in the PRC. There was no common motivating factor in the Indian hijackings; each was committed for a different reason. All of the hijackings in the PRC, however, were committed by persons wanting to go to Taiwan. Not since 1990 have there been as many hijackings committed in a single year and in a single country by persons wanting to leave the country. At that time, 25 such incidents were recorded in the former Soviet Union.

The other 14 hijacking incidents in 1993 were fairly evenly divided throughout the rest of the world. In sub-Saharan Africa, four incidents were recorded, one fewer than in 1992. The Middle East/North Africa had four incidents and Europe, two; both regions recorded no hijackings in 1992. In Central Eurasia (former Soviet Union), three incidents were recorded, an increase in one from last year. In Latin America, one hijacking was recorded, a decrease from four in 1992.

Between 1989 and 1993, nearly 60% of the 122 hijackings occurred in just three countries: Russia/Soviet Union (43 incidents), the PRC (17 incidents), and Ethiopia (10 incidents). In all but a few instances, the hijackers wanted to be taken to another country to seek asylum. Approximately one-half of the hijacked flights were diverted to another country.

- Thirty-eight of the 43 incidents in Russia/Soviet Union occurred before the failed coup in August 1991. Two more hijackings were recorded between August and December 1991, when the Soviet Union officially ceased to exist. Since then, just three hijackings have occurred in Russia. Additionally, two other hijackings were recorded in Ukraine and Azerbaijan.
- Of the 17 hijackings in the PRC since 1989, 13 took place in 1993. These were the first hijackings to occur in the PRC since December 1990. Most of the hijackers demanded to be taken to Taiwan. Eleven of the 17 hijacked flights, including 10 in 1993, were diverted either to Taiwan or Japan.
- In Ethiopia, nine of the ten hijacked flights in the past five years were diverted outside the country, mostly to neighboring states. Five of the hijackings occurred in 1992; two were recorded in 1993.

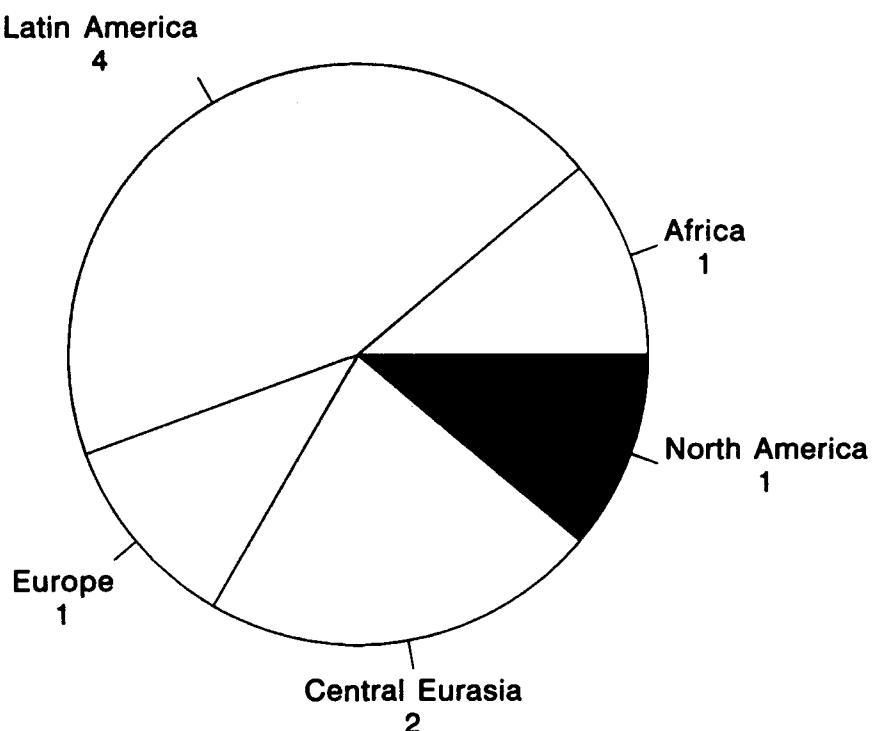
Regionally, the 45 hijackings in Central Eurasia account for approximately 37% of the 122 hijacking incidents during the past five years. Twenty-seven incidents in Asia account for approximately 22% of all incidents that occurred, with the PRC (17 incidents) and India (5 incidents) having the most. The 16 hijackings in Latin America and the Caribbean account for approximately 13% of the total, with Colombia having the most incidents (5) in that region. Sub-Saharan African hijackings account for approximately 12% of the total, with Ethiopia having 10 of the 15 regional incidents. Hijackings in the Middle East/North Africa (9 incidents), Europe (7 incidents), and North America (3 incidents) range from a high of 7% to a low of 2% of the five-year total. No hijackings were recorded in the United States or on board U.S. air carriers in 1992 or 1993; one incident was recorded each year between 1989 and 1991.

In addition to persons seeking asylum, hijackings have occurred for a variety of other reasons during the past five years. Some of these motivations include repatriation to a homeland, political demands, narcotics, prisoner escape, and extortion. Terrorist or insurgent groups were involved in less

than 5% of the hijackings since January 1989. The most noteworthy terrorist/insurgency group hijacking since 1989 was the March 1991 seizure of Singapore Airlines Flight 117. Four persons claiming to be members of the Pakistan People's Party seized the aircraft; however, the Party denied any connections to the hijackers.

One hundred thirty-five passengers and crew members were killed and approximately 70 others were injured as a result of hijackings between 1989 and 1993. The largest number of casualties, 128 deaths and 53 injuries, occurred on October 2, 1990, when a Xiamen Airlines flight was hijacked and crashed upon landing at Baiyun Airport in Guangzhou, PRC.

Commandeerings of Civil Aviation Aircraft



COMMANDEEERINGS OF CIVIL AVIATION AIRCRAFT 1989 - 1993 9 INCIDENTS

Commandeering incidents occur when the aircraft is on the ground and the doors are open. There is no distinction made between commandeered aircraft that remain on the ground and those which

become airborne as a result of the commandeering. The criteria for determining a commandeering, as distinguished from other on board situations, are the same as those concerning a hijacking. Commandeering incidents involving general aviation or charter aircraft are not included in this category.

Nine civil aviation aircraft have been involved in commandeering between 1989 and 1993. Four incidents were reported in 1992, the most in the five-year period, and two commandeering occurred in 1993. Of the nine incidents, the aircraft remained on the ground in six.

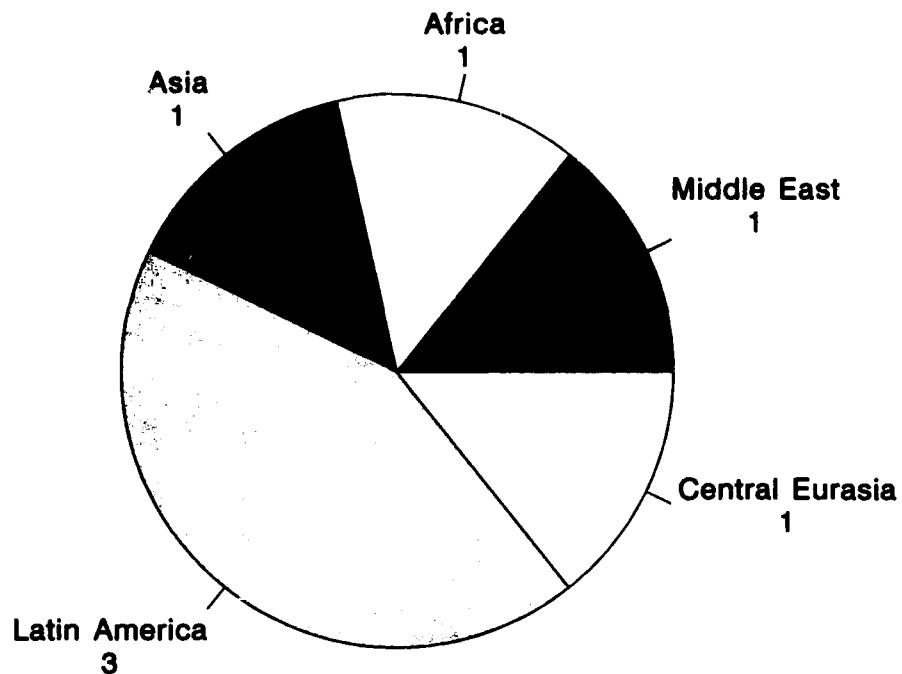
Three of the commandeering either occurred in the United States or involved U.S.-registered aircraft. Most recently, in February 1993, a Missionary Flight International aircraft was commandeered in Haiti and flown to the United States. In other incidents in 1990, a man armed with a small knife attempted to commandeer an American Airlines (AA) aircraft in Charleston, South Carolina, and armed Haitian soldiers commandeered an AA aircraft in Haiti. The two incidents in Haiti were the most in any one country during the past five years.

Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft

Between 1989 and 1993, three bombings, three attempted bombings, and one shooting incident occurred on board civil aviation aircraft. No incidents of this type were recorded in 1992 or 1993; the most recent incident took place in March 1991.

Two air crashes resulting from in-flight detonations of explosives killed 278 persons in the past five years. These incidents were the bombings of Union de Transports Aeriens (UTA) Flight 772 on September 19, 1989, in Chad, and Avianca Flight 203 on November 27, 1989, in Colombia. In a third incident, a firebomb ignited on board a domestic Aeroflot flight in March 1991, but the aircraft landed safely.

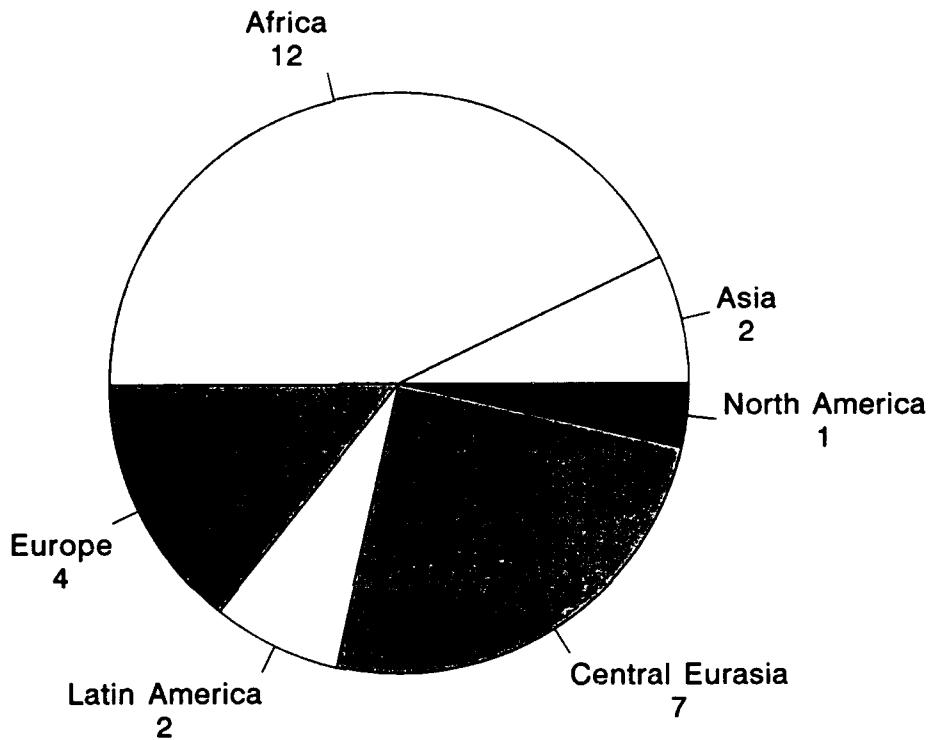
The most recent reported attempted bombing of an aircraft involved an All Nippon Airways flight between Okinawa and Japan in October 1990. Two attempted bombing incidents were also recorded in 1989; explosive devices were found on board an Avianca aircraft in September and a Saudi Arabian Airlines aircraft in November.



**BOMBINGS/ATTEMPTED BOMBINGS/SHOOTINGS
ON BOARD CIVIL AVIATION AIRCRAFT 1989 - 1993
7 INCIDENTS**

The single in-flight shooting incident occurred in April 1990, when a Colombian presidential candidate was assassinated on board an Avianca aircraft during a domestic flight. The assassin was killed by a bodyguard, and there were no other injuries.

Shootings at In-Flight Aircraft



SHOOTINGS AT IN-FLIGHT AIRCRAFT 1989 - 1993 28 INCIDENTS

These incidents include acts in which in-flight aircraft are fired upon either from the ground (surface-to-air missiles, antiaircraft artillery, small arms fire, etc.) or the air. This listing does not include all incidents of this type, especially those involving small arms fire, but only incidents judged to be of significance. This is determined by the target, the type of attack, or from any resulting casualties.

Attacks against military aircraft, even if carrying civilian passenger loads, or non-military aircraft serving a military function over an area where there is significant fighting, are not counted. Attacks against both commercial and general aviation aircraft are included in this category.

Twenty-eight incidents have been recorded during the past five years in which civil and general aviation aircraft have been fired upon. Eight crashes have resulted from these attacks in which 216 persons were killed. Most incidents, and the second highest number of fatalities, occurred in 1991.

when 10 attacks and 63 deaths were recorded. Most fatalities (109), and the second highest number of incidents (9), occurred in 1993.

Sub-Saharan Africa was the site of slightly less than one-half of the attacks (12 of 28) between 1989 and 1993. Antigovernment rebels either are credited with or believed responsible for the majority of these incidents. Nine of these attacks were reported in Angola: four each year in 1991 and 1993, and one in 1992. Four incidents were also recorded in the Republic of Georgia, located in Central Eurasia, in 1993; separatists are believed responsible.

One-half of the 216 fatalities occurred on consecutive days in September 1993. Two passenger aircraft were shot down while landing at Sukhumi Airport in the Republic of Georgia. All 28 persons on board died in the first incident, and 80 of a reported 110 passengers were killed in the second crash. The 80 fatalities represents the greatest number of fatalities in a single incident during the five-year period.

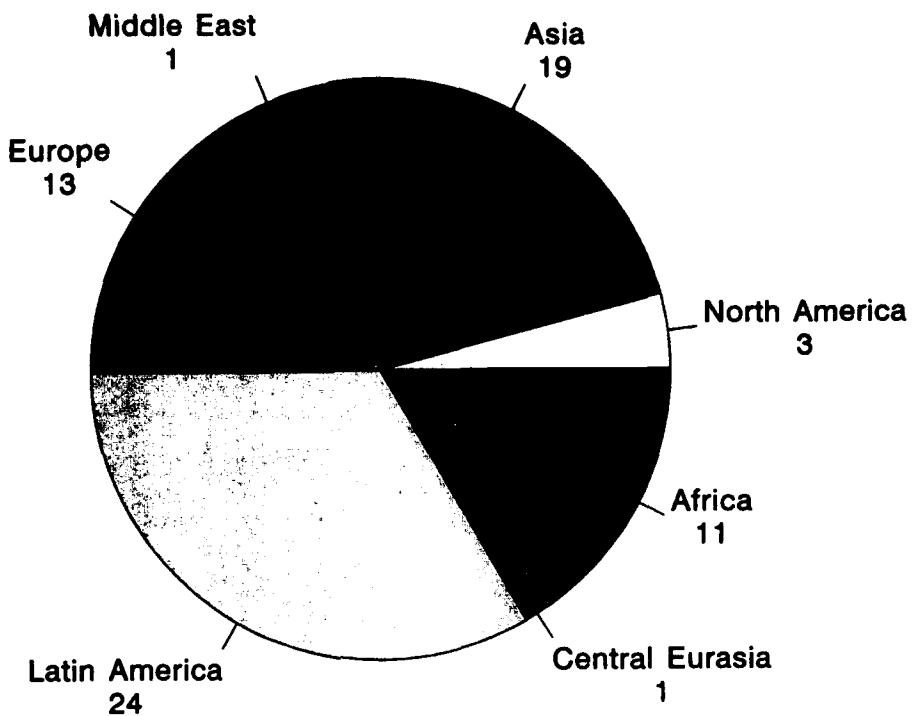
Attacks at Airports

Seventy-two attacks have been recorded at airports throughout the world during the past five years. These have included 27 bombings; 17 attempted bombings; and 28 shootings, shellings (such as mortar attacks), arsons, and similar incidents. Seventeen incidents were recorded in 1993, a slight increase from 15 in 1992, but still a decrease from the 27 incidents recorded in 1991. Seven incidents were recorded in 1989, and six were reported in 1990.

There is no apparent reason for the sharp increase in the number of incidents from 1990 to 1991. It does not appear that Operation Desert Storm was a significant factor, however, as this was not claimed as motivation. Similarly, there is no explanation for the 45% decrease in incidents from 1991 to 1992.

Twelve of the 17 attacks in 1993 took place in Asia: five were in Cambodia, five in the Philippines, one in Bangladesh, and one in India. Three incidents occurred in Latin America and one each was recorded in sub-Saharan Africa and Central Eurasia.

The majority of attacks during the five-year period occurred in Latin America (24 incidents). Nineteen incidents were recorded in Asia, 13 in Europe, and 11 in sub-Saharan Africa. Elsewhere, three incidents took place in North America; Central Eurasia and the Middle East/North Africa each had one incident.



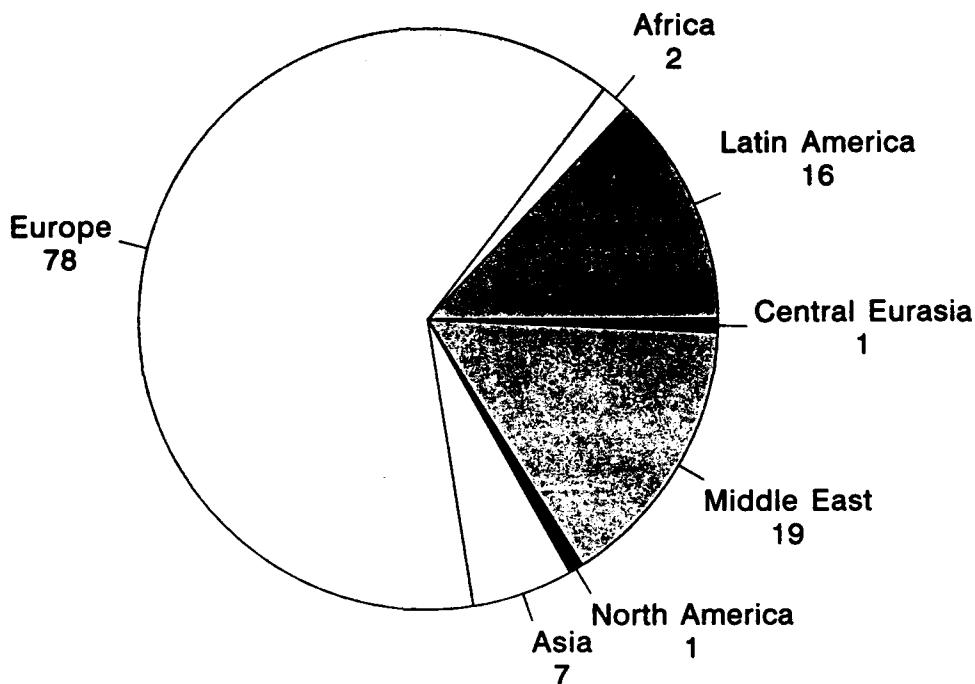
ATTACKS AT AIRPORTS 1989 - 1993 72 INCIDENTS

Between 1989 and 1993, nine incidents, the most for any single country, were recorded in Colombia and in Peru. Eight incidents were recorded in Northern Ireland, and five in Cambodia.

Eighteen persons were killed and more than 170 were wounded in attacks at airports during the five-year period. In the most lethal attack, 12 persons died and 126 others were injured in an August 26, 1992, bombing at Houari Boumedienne International Airport in Algiers, Algeria. One fatality was recorded in 1993—in a car bombing at Jorge Chavez International Airport in Peru. Twenty persons were also injured in the attack. Additionally, “numerous casualties” (no further information), were reported from an attack at the airport in Sukhumi, Georgia, in September 1993.

Off-Airport Facility Attacks

Within the past five years 124 off-airport attacks have been recorded. These incidents include attacks against airline ticket offices, air navigation aid equipment, and other civil aviation assets. There were 47 attacks in 1991, 50 in 1992, and 20 in 1993. The fewest number of attacks (3) occurred in 1989. Four incidents were recorded in 1990.



OFF-AIRPORT FACILITY ATTACKS 1989 - 1993 124 INCIDENTS

During the five-year period, 78 of the 124 attacks occurred in Europe, 19 took place in the Middle East/North Africa, and 16 were in Latin America. Thirty incidents were recorded in Germany, the most for any one country, and 12 were recorded in Algeria and Colombia.

The vast majority of off-airport facility attacks took place within the past three years (117 incidents, 94%). Europe was the location for 73 of these incidents: 14 occurred in 1993, 31 in 1992, and 28 in 1991.

Most of the incidents between 1991 and 1993 (97 of 117) were attacks against ticket offices. These attacks include bombings (explosive or incendiary devices), attempted bombings, arsons, assaults, occupations, and hostage takings. All 20 incidents recorded in 1993 were against ticket offices. Thirty-nine attacks were carried out in 1992, and 38 in 1991.

Turkish Airlines (THY) was the target of the majority of airline office attacks since 1991. THY offices were involved in 52 of 97 incidents during the past three years: 13 in 1993, 24 in 1992, and 15 in 1991. Kurdish separatists are likely responsible for most of the attacks. These incidents include 20 bombings or attempted bombings. All but one of the 52 attacks against THY offices occurred in Europe; 26 took place in Germany.

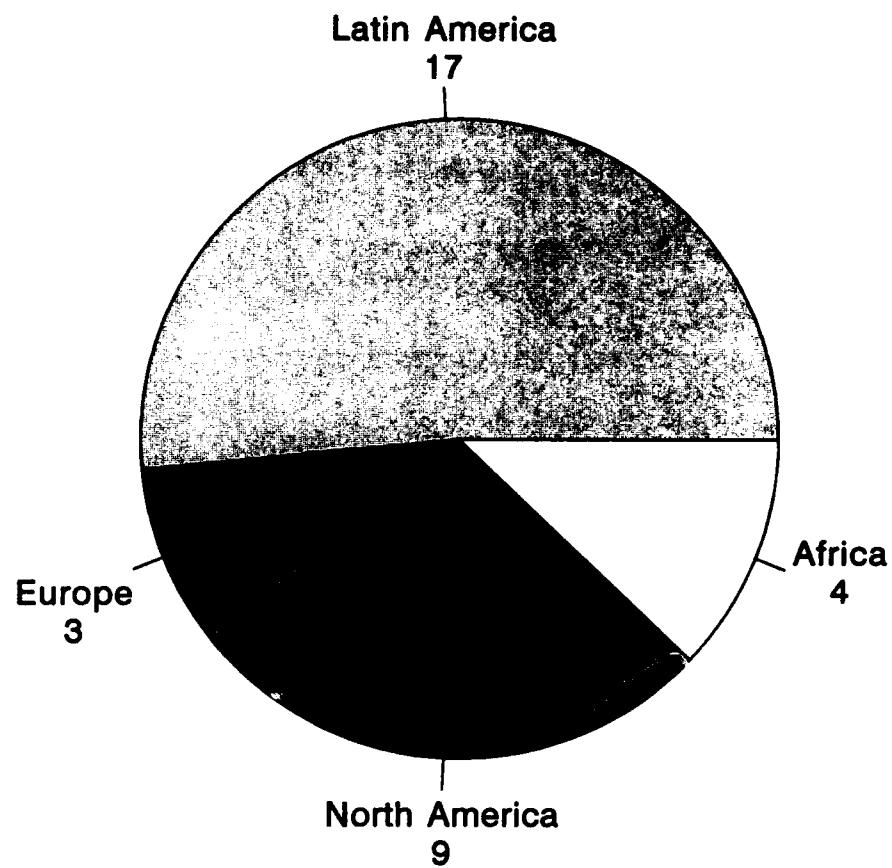
In addition to THY offices, facilities of Air France, Air India, British Airways, Estonian Air, Ethiopian Airlines, Istanbul Air, and Kuwait Airways were also attacked in 1993. The most recent attack against the facilities of a U.S. air carrier was in 1992. Smoke bombs and firecrackers were thrown at a Trans World Airways office in Paris, France during a demonstration in November.

Incidents Involving General Aviation/ Charter Aviation

During the past five years, 33 incidents involving general or charter aviation interests have been recorded. There was one bombing incident at an airport. Additionally, 16 aircraft were hijacked, 11 were commandeered, and 5 were deliberately damaged or destroyed. The fewest number of incidents (3) occurred in 1990; the greatest number (10) was recorded in 1991 and in 1992. There were five incidents recorded in 1993.

Three of the incidents in 1993, all commandeerings, took place in Latin America; two were in Colombia, one was in Venezuela. The two Colombian incidents, reportedly committed by insurgent groups, occurred on the same day in separate and unrelated acts. The Venezuelan incident allegedly was narcotics-related. Two incidents also occurred in the United States. An explosive device detonated at a general aviation airport in Colorado, and an airplane was destroyed in Pennsylvania.

More than one-half of the incidents between 1989 and 1993 took place in two countries: Colombia and the United States (including Puerto Rico). Nine incidents (3 hijackings, 4 commandeerings, and 2 destruction of aircraft) occurred in Colombia, and 9 incidents (3 hijackings, 3 commandeerings, and 2 destruction of aircraft, and an airport bombing) took place in the United States. Three incidents were also recorded in Somalia.



**INCIDENTS INVOLVING GENERAL AVIATION/CHARTER AVIATION
INTERESTS 1989 - 1993
33 INCIDENTS**

APPENDICES AND CHARTS

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Appendix A

U.S.—Registered Air Carrier Hijacking Chronology 1989–1993

Date	Carrier	Type	Flight Plan	No. of Hijackers	How Boarded Aircraft?	Weapon Type	Weapon Status	Destination/ Objective
05-27-89	American	B-727	Dallas, TX/ Miami, FL	1 Male	Screened	Explosive Gun	Fake Fake	Cuba
01-16-90	America West	B-737	Houston, TX/ Las Vegas, NV	1 Male	Screened	Explosive	Fake	Cuba
02-10-91	Southwest Airlines	B-737	Oakland, CA/ Austin, TX	1 Male	Screened	Explosive	Alleged	Cuba
1992	None							
1993	None							

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Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1989-1993

Date	Carrier	Aircraft Type	Flight Plan	Destination/Objective
01-20-89	Aeroflot	TU-134	Arkhangelsk/Odessa, USSR	Israel/Romania
01-21-89	Aeroflot	AN-24	Ivano-Frankovsk/Kiev, USSR	Unknown
01-31-89	ACES (Colombia)	B-727	San Andreas/Medellin, Colombia	United States
03-29-89	Malev	TU-154	Prague, Czechoslovakia/Frankfurt, FRG	United States
03-31-89	Aeroflot	TU-134	Astrakhan/Baku, USSR	Pakistan
04-24-89	CAAC	YUN-7	Ningbo/Xiamen, PRC	Taiwan
05-18-89	Aeroflot	IL-62	Angola/Tanzania	Unknown
05-26-89	CSA	YAK-40	Prague/Carlsbad, Czechoslovakia	West
05-31-89	ALM Antilles	—	Miami, USA/Haiti/Curacao	Israel
08-23-89	Air France	A-300 Airbus	Paris, France/Algiers, Algeria	Tunisia
09-19-89	Air Maroc	ATR-42	Casablanca, Morocco/El Aaiun Asmara, Western Sahara	Canary Islands/Mentally unstable
10-06-89	Myanmar Airways	Fokker 28	Mergui/Rangoon, Burma	Thailand/Political demands
12-16-89	CAAC	B-747	Beijing, PRC/Shanghai/San Francisco/New York, USA	Japan/Political asylum
12-31-89	Saudia	B-747	Jeddah/Riyadh, Saudi Arabia	Cyprus/Mentally unstable
01-03-90	LATN	Cessna 402	Asuncion/(unknown), Paraguay	Unknown
01-26-90	Iran Air	B-727	Shiraz/Bandar Abbas, Iran	Iraq or Israel
04-18-90	Aeroflot	TU-134	Moscow/Leningrad, USSR	Lithuania, USSR
05-29-90	Military	AN-26	Mogadishu/Hargeisa, Somalia	Djibouti

Appendix B**Foreign-Registered Air Carrier Hijacking Chronology 1989-1993—Continued**

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/Objective</i>
06-08-90	Aeroflot	TU-154	Minsk/Murmansk, USSR	Sweden
06-19-90	Aeroflot	TU-134	Riga/Murmansk, USSR	Finland
06-24-90	Aeroflot	TU-134	Tallinn/Lvov, USSR	Finland
06-28-90	Aeroflot	TU-154	Krasnodar/Knasnoyarsk, USSR	Turkey
06-30-90	Aeroflot	TU-154	Lvov/Leningrad, USSR	Sweden
07-04-90	Aeroflot	TU-134	Sochi/Rostov, USSR	Turkey
07-05-90	Aeroflot	TU-154	Leningrad/Lvov, USSR	Sweden
07-05-90	Aeroperlas	Twin Otter 300	Colon/Panama City, Panama	Colombia
07-10-90	Aeroflot	TU-154	Leningrad/Murmansk, USSR	France
07-12-90	Aeroflot	TU-154	Leningrad/Murmansk, USSR	Sweden
07-18-90	Aeroflot	TU-134	Odessa/Sukhumi, USSR	Turkey
07-23-90	Aeroflot	TU-134	Riga/Murmansk, USSR	Sweden
08-16-90	Ethiopian Airlines	Unknown	Unknown	Yemen
08-19-90	Aeroflot	TU-154	Neryungri/Yakutsk, USSR	Pakistan
08-30-90	Aeroflot	AN-2	Voronezh/(Unknown), USSR	Afghanistan
08-30-90	Aeroflot	YAK-42	Moscow/Voronezh, USSR	Germany
09-02-90	Aeroflot	Unknown	Przhevalsk/Frunze, USSR	South Africa
09-13-90	India Airlines	B-737	Coimbatore/Madras, India	Sri Lanka
09-25-90	Aeroflot	Unknown	Leningrad/Archangelsk, USSR	Sweden
10-02-90	Xiamen Airlines	B-737	Xiamen/Guangzhou, PRC	Taiwan

Foreign-Registered Air Carrier Hijacking Chronology 1989-1993—Continued

Date	Carrier	Aircraft Type	Flight Plan	Destination/ Objective
10-05-90	Aeroflot	YAK-40	Novgorod/Petrozavodsk, USSR	Finland
10-05-90	Aerotaxi Airlines	Cessna-210	San Fernando de Atabapo/ Puerto Ayacucho, Venezuela	Unknown
10-05-90	Aerotaxi Airlines	Cessna-210	San Fernando de Atabapo/ Puerto Ayacucho, Venezuela	Unknown
10-07-90	Aeroflot	AN-24	Perm/Archangelsk, USSR	Sweden
11-10-90	Thai International Airways	A-320	Rangoon, Burma/ Bangkok, Thailand	India
11-12-90	Aeroflot	TU-154	Leningrad/Lvov, USSR	Sweden
11-15-90	Aeroflot	TU-134	Leningrad/Moscow, USSR	Finland
11-16-90	Aeroflot	TU-134	Tallinn/Moscow, USSR	Sweden
11-29-90	Aeroflot	TU-134	Moscow/Sykyvkar, USSR	Iraq
12-02-90	Aeroflot	TU-154	Murmansk/Leningrad, USSR	USSR
12-06-90	CAAC	Unknown	Guangzhou/Quingdao, PRC	Unknown
12-11-90	Aeroflot	YAK-40	Baku/Tbilisi, USSR	Turkey
12-21-90	Aeroflot	TU-154	Rostov/Nizhnevartovsk, USSR	United States
12-24-90	Aeroflot	IL-86	Moscow/Sochi, USSR	England
12-28-90	Air Algerie	B-737	Ghardaia/Algiers, Algeria	Unknown
01-07-91	Faucett	DC-8	Trujillo/Lima, Peru	Unknown
01-21-91	Aeroflot	TU-154	Tashkent/Odessa, USSR	Turkey; landed Bulgaria
02-13-91	Aeroflot	TU-134	Tbilisi/Moscow, USSR	Turkey
03-04-91	Aeroflot	AN-24	Arkhangelsk/Leningrad, USSR	Sweden
03-06-91	TABA	Unknown	Unknown/Manaus, Brazil	Unknown

Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1989-1993—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/ Objective</i>
03-14-91	Aeroflot	YAK-42	Moscow/Naberezhnye, USSR	Unknown
03-26-91	Singapore Airlines	A-310	Kuala Lumpur, Malaysia/Singapore	Australia
03-28-91	Aeroflot	TU-134	Arkhangelsk/Kaliningrad, USSR	Sweden
03-31-91	Air Algerie	B-737	Bechar/Algiers, Algeria	Political Demand
04-29-91	Aeroflot	TU-154	Barnaul/Moscow, USSR	United States
06-13-91	Aeroflot	TU-154	Rostov/Moscow, USSR	Persian Gulf
06-17-91	Aeroflot	TU-154	Krasnodar/Krasnoyarsk, USSR	Turkey
06-30-91	Somali Airlines	Unknown	Unknown, Djibouti/Mogadishu, Somalia	Unknown
08-20-91	San Martin Airlines	Unknown	Caqueta/Meta, Colombia	Unknown
09-07-91	SATENA	Cessna-208	Bogota/San Jose de Guaviare, Colombia	Unknown
09-19-91	Alitalia	DC-9	Rome, Italy/Tunis, Tunisia	Algeria
10-11-91	Bolivian Air Force	Cessna-206	Rurrenabaque/Trinidad, Bolivia	Unknown
10-16-91	Ethiopian Airlines	DHC-6	Debre Markos/Bahir Dar, Ethiopia	Djibouti
10-21-91	Czechoslovak Airlines	TU-134	Bratislava/Prague, Czechoslovakia	Libya
11-09-91	Aeroflot	TU-154	Mineralnyye Vody/Ekaterinburg, USSR	Turkey
11-13-91	Aeroflot	TU-154	Irkutsk/St. Petersburg, USSR	Great Britain
11-25-91	Unknown	Unknown	Unknown/Unknown, Papua New Guinea	Theft of Cargo
11-25-91	Ethiopian Airlines	B-737	Addis Ababa/Dire Dawa, Ethiopia	Djibouti

Foreign-Registered Air Carrier Hijacking Chronology 1989-1993—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/ Objective</i>
01-31-92	Aerotaxi	Cessna Caravan	Panama City/El Porvenir, Panama	Colombia
02-05-92	Ethiopian Airlines	DHC-6	Addis Ababa/Bahir Dar, Ethiopia	Djibouti
03-12-92	Aerotaxi	B-N 2A-6	El Porvenir/Panama City, Panama	Unknown
04-01-92	Ethiopian Airlines	B-727	Dire Dawa/Addis Ababa, Ethiopia	Yemen
04-12-92	Ethiopian Airlines	B-727	Addis Ababa/Unknown, Ethiopia	Kenya
05-16-92	Aerotaca	Twin Otter	Bogota/Bucaramanga, Colombia	Theft of Equipment
06-07-92	Aeroflot	TU-154	Grozny/Moscow, Russia	Turkey
08-13-92	Lvov Air Transport Enterprises	TU-154	Simferopol/Lvov, Ukraine	Iraq
08-28-92	Ethiopian Airlines	B-727	Addis Ababa/Bahir Dar, Ethiopia	Italy
09-04-92	Ethiopian Airlines	B-727	Dire Dawa/Addis Ababa, Ethiopia	Djibouti
09-04-92	Vietnam Airlines	A-310	Bangkok, Thailand/Ho Chi Minh City, Vietnam	Release Leaflets
12-29-92	AeroCaribbean	AN-26	Havana/Varadero Beach, Cuba	United States
01-22-93	Indian Airlines	Unknown	Lucknow/New Delhi, India	Political Demands
02-11-93	Lufthansa	A-310	Frankfurt, Germany/Addis Ababa, Ethiopia	United States
02-20-93	Aeroflot	TU-134	Tjumen/St. Petersburg, Russia	United States
03-12-93	Ethiopian Airlines	ATR-42	Gambela/Addis Ababa, Ethiopia	Djibouti
03-27-93	Indian Airlines	A-320	New Delhi/Madras, India	Pakistan

Appendix B**Foreign-Registered Air Carrier Hijacking Chronology 1989-1993—Continued**

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/ Objective</i>
04-06-93	China Southern Airlines	B-757	Shenzen/Beijing, PRC	Taiwan
04-10-93	Indian Airlines	B-737	Lucknow/New Delhi, India	Educational Demands
04-18-93	Inter-continental de Aviacion	DC-9	Arauca/Bogota, Colombia	Political Demand
04-24-93	Indian Airlines	B-737	Srinagar/New Delhi, India	Afghanistan
06-24-93	Xiamen Airlines	B-737	Changzhou/Xiamen, PRC	Taiwan
07-04-93	Royal Swazi Airways	F-28	Maputo, Mozambique/Manzini, Swaziland	Mauritius
07-25-93	Ethiopian Airlines	B-757	Dire Dawa/Addis Ababa, Ethiopia	Djibouti
08-10-93	Air China	B-767	Beijing, PRC/Jakarta, Indonesia	Taiwan
08-14-93	Aeroflot	TU-154	Moscow/St. Petersburg, Russia	Sweden
08-15-93	KLM	B-737	Tunis, Tunisia/Amsterdam, Netherlands	United States/Political Demands
08-27-93	Alyemda Airlines	B-737	Ar-Riyan/Al-Ghaydah, Yemen	Kuwait
09-15-93	Aeroflot	TU-134	Baku, Azerbaijan/Perm, Russia	Norway
09-30-93	Sichuan Airlines	TU-154	Jinan/Guangzhou, PRC	Taiwan
10-22-93	Egypt Air	Unknown	Cairo, Egypt/Sanaa, Yemen	Yemen
10-25-93	Nigerian Airways	A-310	Lagos/Abuja, Nigeria	Germany
11-05-93	Xiamen Airlines	B-737	Guangzhou/Xiamen, PRC	Taiwan

Foreign-Registered Air Carrier Hijacking Chronology 1989-1993—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Destination/Objective</i>
11-08-93	Zhejiang Airlines	A-300	Hanzhou/Fuzhou, PRC	Taiwan
11-12-93	China Northern Airlines	MD-82	Changchun/Fuzhou, PRC	Taiwan
11-27-93	China Eastern Airlines	F-100	Nanjing/Fuzhou, PRC	Taiwan
11-29-93	Iran Air	F-27	Gachsaran/Ahvaz, Iran	Kuwait
12-08-93	China Northern Airlines	MD-82	Qingdao/Fuzhou, PRC	Taiwan
12-10-93	Air France	A-320	Paris/Nice, France	Libya
12-12-93	Xiamen Airlines	B-737	Harbin/Xiamen, PRC	Taiwan
12-28-93	Fujian Airlines	YUN-7	Ganzhou/Xiamen, PRC	Taiwan
12-28-93	Air China	Unknown	Beijing, PRC/New York, USA	Taiwan
12-28-93	Xiamen Airlines	B-727	Ningbo/Xiamen, PRC	Taiwan

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Appendix C

Bombings² Aboard Aircraft Chronology 1989–1993

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Location on Aircraft</i>	<i>Result</i>
09-19-89	Union De Transports Aeriens	DC-10	Brazzaville, Congo/ N'Djamena, Chad/ Paris, France	Cargo hold	Aircraft destroyed in-flight; 171 passengers and crew killed
11-27-89	Avianca	B-727	Bogota/Cali, Colombia	Cabin area	Aircraft destroyed in-flight; 107 passengers and crew killed
1990	None				
03-18-91	Aeroflot	IL-86	Moscow/ Novokuznetsk, USSR	Cabin area	Incendiary device thrown; aircraft landed safely
1992	None				
1993	None				

² Includes both explosive devices and incendiary devices.

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Appendix D

Chronology of Significant Acts Against Civil Aviation In 1993 By Date

January 18	Attack—Ziguinchor Airport	Senegal
January 22	Shooting at American Airlines Aircraft	Peru
January 22	Hijacking—Indian Airlines	India
January 26	Bombing—Jorge Chavez Airport	Peru
February 6	General Aviation—Commandeering	Venezuela
February 10	Bombing—Awang Airport	Philippines
February 11	Hijacking—Lufthansa	Germany to United States
February 18	Commandeering—Missionary Flight International	Haiti to United States
February 20	Hijacking—Aeroflot	Russia to Sweden
February 28	Bombing/Attempted Bombing—Zamboanga Airport (Two Incidents)	Philippines
March 12	Bombing—Air India Office	India
March 12	Hijacking—Ethiopian Airlines	Ethiopia
March 15	Attack—Siem Reap Airport	Cambodia
March 22	Attack—Davao City Airport	Philippines
March 27	Hijacking—Indian Airlines	India
April 5	Shooting at UNWFP Aircraft	Angola
April 6	Hijacking—China Southern Airlines	PRC to Taiwan
April 10	Hijacking—Indian Airlines	India
April 11	Attempted Bombing—Puerto Rondon Airport	Colombia
April 14	Shooting at UNWFP Aircraft	Angola
April 16	General Aviation—Explosion at Airport	United States

Appendix D**Chronology of Significant Acts Against Civil Aviation In 1993 By Date—Continued**

April 18	Hijacking—Intercontinental de Aviacion	Colombia
April 24	Hijacking—Indian Airlines	India
April 26	Shooting at UNWFP Aircraft	Angola
April 27	Attempted Bombing—Aquino Airport	Philippines
May 16	Attack—Siem Reap Airport	Cambodia
May 19	Attack—Siem Reap Airport	Cambodia
May 20	Bombing—Ethiopian Airlines Office	Togo
June 3	Attack—Turkish Airlines Office	Germany
June 24	Hijacking—Xiamen Airlines	PRC to Taiwan
June 24	Attacks—Turkish Airlines Office (Four Incidents)	Germany
June 24	Attack—Istanbul Airlines Office	Germany
June 24	Attack—Turkish Airlines Office	Denmark
June 24	Attack—Turkish Airlines Office	France
June 25	Shooting at Passenger Aircraft	Georgia
June 26	Attack—Turkish Airlines Office	France
July 3	General Aviation—Destruction of Aircraft	United States
July 4	Hijacking—Royal Swazi Airways	Mozambique to South Africa
July 15	Shooting at UNWFP Aircraft	Angola
July 17	Attempted Bombing—Srinagar Airport	India
July 22	Shooting at Passenger Aircraft	Georgia
July 25	Hijacking—Ethiopian Airlines	Ethiopia to Djibouti
August 3	Attack—Siem Reap Airport	Cambodia
August 10	Hijacking—Air China	PRC to Taiwan

Chronology of Significant Acts Against Civil Aviation In 1993 By Date—Continued

August 14	Hijacking—Aeroflot	Russia
August 15	Hijacking—KLM	Tunisia to Germany
August 23	Attempted Bombing—Kuwait Airways Office	Lebanon
August 26	Bombing—Estonian Air Office	Estonia
August 27	Hijacking—Alyemda Airlines	Yemen
September 1	Commandeering—Aeroflot	Russia
September 15	Hijacking—Aeroflot	Azerbaijan to Norway
September 21	Shooting at Passenger Aircraft	Georgia
September 22	Shooting at Passenger Aircraft	Georgia
September 23	Attack—Sukhumi Airport	Georgia
September 28	General Aviation—Commandeerings (Two incidents)	Colombia
September 30	Hijacking—Sichuan Airlines	PRC to Taiwan
October 22	Hijacking—Egypt Air	Egypt to Yemen
October 25	Hijacking—Nigerian Airways	Nigeria to Niger
October 25	Bombing—Jorge Chavez Airport	Peru
October 29	Bombing—Turkish Airlines Office	England
November 4	Bombing—Turkish Airlines Office	England
November 4	Attack—Turkish Airlines Office	Denmark
November 4	Bombings—Turkish Airlines Office (Two Incidents)	Germany
November 5	Hijacking—Xiamen Airlines	PRC to Taiwan
November 5	Attack—Pochentong Airport	Cambodia
November 8	Hijacking—Zhejiang Airlines	PRC to Taiwan
November 9	Bombing—Air France Office	Iran

Appendix D

Chronology of Significant Acts Against Civil Aviation in 1993 By Date—Continued

November 12	Hijacking—China Northern Airlines	PRC to Taiwan
November 16	Attack—Mob Rampage—Zia Airport	Bangladesh
November 27	Hijacking—China Eastern Airlines	PRC
November 29	Hijacking—Iran Air	Iran to Iraq
December 8	Hijacking—China Northern Airlines	PRC to Taiwan
December 10	Hijacking—Air France	France
December 12	Hijacking—Xiamen Airlines	PRC to Taiwan
December 27	Attack—British Airways Office	India
December 28	Hijacking—Fujian Airlines	PRC to Taiwan
December 28	Hijacking—Air China	PRC
December 28	Hijacking—Xiamen Airlines	PRC

Appendix E

Chronology of Significant Acts Against Civil Aviation In 1993 By Category

HIJACKING		
January 22	Indian Airlines	India
February 11	Lufthansa	Germany to United States
February 20	Aeroflot	Russia to Sweden
March 12	Ethiopian Airlines	Ethiopia
March 27	Indian Airlines	India
April 6	China Southern Airlines	PRC to Taiwan
April 10	Indian Airlines	India
April 18	Intercontinental de Aviacion	Colombia
April 24	Indian Airlines	India
June 24	Xiamen Airlines	PRC to Taiwan
July 4	Royal Swazi Airways	Mozambique to South Africa
July 25	Ethiopian Airlines	Ethiopia to Djibouti
August 10	Air China	PRC to Taiwan
August 14	Aeroflot	Russia
August 15	KLM	Tunisia to Germany
August 27	Alyemda Airlines	Yemen
September 15	Aeroflot	Azerbaijan to Norway
September 30	Sichuan Airlines	PRC to Taiwan
October 22	Egypt Air	Egypt to Yemen
October 25	Nigerian Airways	Nigeria to Niger

Appendix E

Chronology of Significant Acts Against Civil Aviation In 1993 By Category—Continued

November 5	Xiamen Airlines	PRC to Taiwan
November 8	Zhejiang Airlines	PRC to Taiwan
November 12	China Northern Airlines	PRC to Taiwan
November 27	China Eastern Airlines	PRC
November 29	Iran Air	Iran to Iraq
December 8	China Northern Airlines	PRC to Taiwan
December 10	Air France	France
December 12	Xiamen Airlines	PRC to Taiwan
December 28	Fujian Airlines	PRC to Taiwan
December 28	Air China	PRC
December 28	Xiamen Airlines	PRC

COMMANDERINGS

February 18	Missionary Flight International	Haiti to United States
September 1	Aeroflot	Russia

GENERAL AVIATION/CHARTER AVIATION

February 6	Commandeering	Venezuela
April 16	Explosion at Airport	United States
July 3	Destruction of Aircraft	United States
September 28	Commandeerings (Two incidents)	Colombia

ATTACKS AT AIRPORTS

January 18	Attack—Ziguinchor Airport	Senegal
January 26	Bombing—Jorge Chavez Airport	Peru

Chronology of Significant Acts Against Civil Aviation In 1993 By Category—Continued

February 10	Bombing—Awang Airport	Philippines
February 28	Bombing/Attempted Bombing—Zamboanga Airport (Two incidents)	Philippines
March 15	Attack—Siem Reap Airport	Cambodia
March 22	Attack—Davao City Airport	Philippines
April 11	Attempted Bombing—Puerto Rondon Airport	Colombia
April 27	Attempted Bombing—Aquino Airport	Philippines
May 16	Attack—Siem Reap Airport	Cambodia
May 19	Attack—Siem Reap Airport	Cambodia
July 17	Attempted Bombing—Srinagar Airport	India
August 3	Attack—Siem Reap Airport	Cambodia
September 23	Attack—Sukhumi Airport	Georgia
October 25	Bombing—Jorge Chavez Airport	Peru
November 5	Attack—Pochentong Airport	Cambodia
November 16	Mob Rampage—Zia Airport	Bangladesh

SHOOTINGS AT IN-FLIGHT AIRCRAFT

January 22	American Airlines Aircraft	Peru
April 5	UNWFP Aircraft	Angola
April 14	UNWFP Aircraft	Angola
April 26	UNWFP Aircraft	Angola
June 25	Passenger Aircraft	Georgia
July 15	UNWFP Aircraft	Angola
July 22	Passenger Aircraft	Georgia

Appendix E

**Chronology of Significant Acts Against Civil Aviation In 1993 By Category—
Continued**

September 21	Passenger Aircraft	Georgia
September 22	Passenger Aircraft	Georgia
OFF-AIRPORT FACILITY ATTACKS		
March 12	Bombing—Air India Office	India
May 20	Bombing—Ethiopian Airlines Office	Togo
June 3	Attack—Turkish Airlines Office	Germany
June 24	Attacks—Turkish Airlines Offices (Four Incidents)	Germany
June 24	Attack—Istanbul Airlines Office	Germany
June 24	Attack—Turkish Airlines Office	Denmark
June 24	Attack—Turkish Airlines Office	France
June 26	Attack—Turkish Airlines Office	France
August 23	Attempted Bombing—Kuwait Airways Office	Lebanon
August 26	Bombing—Estonian Air Office	Estonia
October 29	Bombing—Turkish Airlines Office	England
November 4	Bombing—Turkish Airlines Office	England
November 4	Attack—Turkish Airlines Office	Denmark
November 4	Bombings—Turkish Airlines Offices (Two Incidents)	Germany
November 9	Bombing—Air France Office	Iran
December 27	Attack—British Airways Office	India

Chronology of Significant Acts Against Civil Aviation In 1993 By Category—Continued

INCIDENTS NOT COUNTED ³

January 23	Threatening Passenger—Korean Air	South Korea
February 25	Incident on Aircraft—LOT	Poland
March 27	Explosives Discovered at Indira Gandhi Airport	India
April 6	Suspicious Device at Logan Airport	United States
May 24	Shooting at Miguel Hidalgo Airport	Mexico
May 26	Shooting at Lagos Airport	Nigeria
June 16	Hostages Taken on Helicopter	France
July 23	Prevented Hijacking	PRC
July 27	Robbery at Lagos Airport	Nigeria
September 22	Arrest of Phantom Controller	United States
October 4	Prevented Hijacking	PRC
November 15	Theft of Aircraft	Cuba
December 24	Kidnappers at Airport	Russia

³ These incidents are not counted in the statistics for 1993. Because they are of interest, however, summaries are included in the regional areas. It is not to be inferred that these were the only incidents of this type that occurred.

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Appendix F

Total Incidents, 1989-1993

	1993	1992	1991	1990	1989
Civil Aviation					
Hijackings	31	12	24	40	15
Commandeerings	2	4	1	2	0
Bombings/Attempted Bombings/Shootings	0	0	1	2	4
General/Charter Aviation	5	10	10	3	5
Airport Attacks	17	15	27	6	7
Off-Airport Attacks	20	50	47	4	3
Shootings at Aircraft	9	7	10	0	2
Totals	84	98	120	57	36
Incidents Not Counted	13	15	13	2	6

Incidents By Category

	1993	1992	1991	1990	1989	Totals
Hijackings						
Sub-Saharan Africa	4	5	3	2	1	15
Asia	17	1	2	4	3	27
Europe	2	.....	2	.....	3	7
Latin America	1	4	5	4	2	16
Middle East and North Africa	4	.....	1	2	2	9
North America .....	.....	.....	1	1	1	3
Central Eurasia	3	2	10	27	3	45
Commandeerings						
Sub-Saharan Africa .....	.....	1	.....	.....	.....	1
Europe .....	.....	.....	1	.....	.....	1
Latin America	1	2	.....	1	.....	4
North America .....	.....	.....	.....	1	.....	1
Central Eurasia	1	1	.....	.....	.....	2
General Aviation						
Sub-Saharan Africa .....	.....	2	.....	1	1	4
Europe .....	.....	1	2	.....	.....	3
Latin America	3	4	6	2	2	17
North America	2	3	2	.....	2	9

Appendix F**Incidents By Category—Continued**

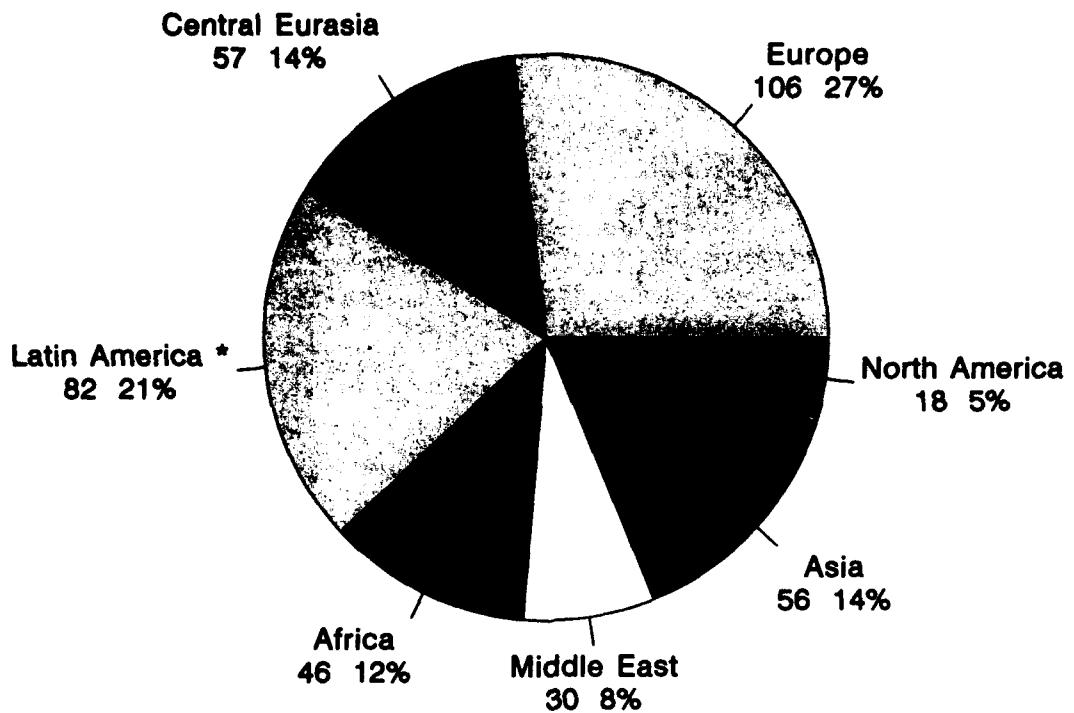
	1993	1992	1991	1990	1989	Totals
Bombings/Attempted Bombings/Shootings						
Sub-Saharan Africa .....	.....	.....	.....	.....	1	1
Asia .....	.....	.....	1	.....	.....	1
Latin America .....	.....	.....	.....	1	2	3
Middle East and North Africa .....	.....	.....	.....	.....	1	1
Central Eurasia .....	.....	.....	1	.....	.....	1
Attacks at Airports						
Sub-Saharan Africa	1	4	5	.....	1	11
Asia	12	3	2	2	.....	19
Europe .....	.....	1	7	1	4	13
Latin America	3	6	10	3	2	24
Middle East and North Africa .....	.....	1	.....	.....	.....	1
North America .....	.....	.....	3	.....	.....	3
Central Eurasia	1	.....	.....	.....	.....	1
Off-Airport Facility Attacks						
Sub-Saharan Africa	1	.....	1	.....	.....	2
Asia	2	3	2	.....	.....	7
Europe	14	31	28	3	2	78
Latin America .....	.....	9	6	1	.....	16
Middle East and North Africa	2	6	10	.....	1	19
North America .....	.....	1	.....	.....	.....	1
Central Eurasia	1	.....	.....	.....	.....	1
Shootings at Aircraft						
Sub-Saharan Africa	4	1	6	.....	1	12
Asia .....	.....	2	.....	.....	.....	2
Europe .....	.....	1	3	.....	.....	4
Latin America	1	.....	1	.....	.....	2
North America .....	.....	.....	.....	.....	1	1
Central Eurasia	4	3	.....	.....	.....	7

Incidents By Region

	1992	1991	1990	1989	1988	Totals
Sub-Saharan Africa						
Commandeerings	1 .....	.....	.....	.....	.....	1
Hijackings	4	5	3	2	1	15
Bombings/Attempted Bombings/Shootings .....	.....	.....	.....	.....	1	1
General/Charter Aviation .....	.....	2 .....	.....	1	1	4
Attacks at Airports	1	4	5 .....	.....	1	11
Off-Airport Facility Attacks	1 .....	.....	1 .....	.....	.....	2
Shootings at Aircraft	4	1	6 .....	.....	1	12
Asia						
Hijackings	17	1	2	4	3	27
Bombings/Attempted Bombings/Shootings .....	.....	.....	.....	1 .....	.....	1
Attacks at Airports	12	3	2	2 .....	.....	19
Off-Airport Facility Attacks	2	3	2 .....	.....	.....	7
Shootings at Aircraft .....	.....	2 .....	.....	.....	.....	2
Europe						
Hijackings	2 .....	.....	2 .....	.....	3	7
Commandeerings .....	.....	1 .....	.....	.....	.....	1
General/Charter Aviation .....	.....	1	2 .....	.....	.....	3
Attacks at Airports .....	.....	1	7	1	4	13
Off-Airport Facility Attacks	14	31	28	3	2	78
Shootings at Aircraft .....	.....	1	3 .....	.....	.....	4
Latin America and the Caribbean						
Hijackings	1	4	5	4	2	16
Commandeerings	1	2 .....	.....	1 .....	.....	4
Bombings/Attempted Bombings/Shootings .....	.....	.....	.....	1	2	3
General/Charter Aviation	3	4	6	2	2	17
Attacks at Airports	3	6	10	3	2	24
Off-Airport Facility Attacks .....	.....	9	6	1 .....	.....	16
Shootings at Aircraft	1 .....	.....	1 .....	.....	.....	2
Middle East and North Africa						
Hijackings	4 .....	.....	1	2	2	9
Bombings/Attempted Bombings/Shootings .....	.....	.....	.....	.....	1	1
Attacks at Airports .....	.....	1 .....	.....	.....	.....	1
Off-Airport Facility Attacks	2	6	10 .....	.....	1	19

Appendix F**Incidents By Region—Continued**

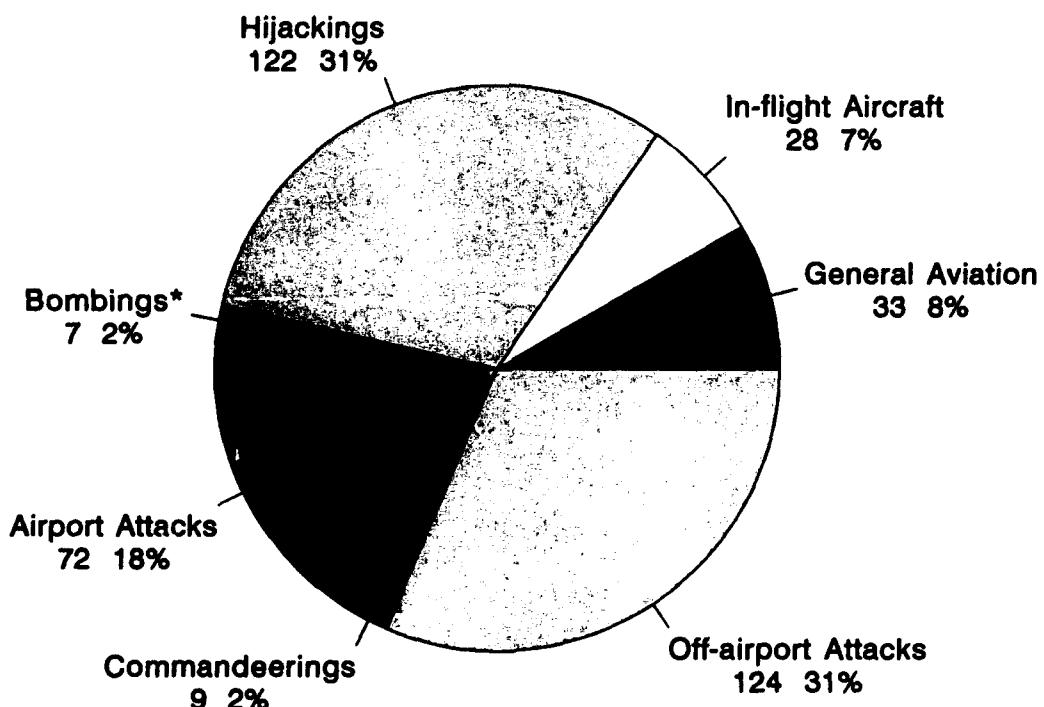
	1992	1991	1990	1989	1988	Totals
North America						
Hijackings .....	.....	.....	1	1	1	3
Commandeerings .....	.....	.....	.....	1	.....	1
General/Charter Aviation	2	3	2	.....	2	9
Attacks at Airports .....	.....	.....	3	.....	.....	3
Shootings at Aircraft .....	.....	.....	.....	.....	1	1
Off-Airport Facility Attacks .....	.....	1	.....	.....	.....	1
Central Eurasia						
Hijackings	3	2	10	27	3	45
Commandeerings	1	1	.....	.....	.....	2
Bombings/Attempted Bombings/Shootings .....	.....	.....	1	.....	.....	1
Shootings at Aircraft	4	3	.....	.....	.....	7
Attacks at Airports	1	.....	.....	.....	.....	1
Off-Airport Facility Attacks	1	.....	.....	.....	.....	1



INCIDENTS AGAINST AVIATION BY GEOGRAPHIC REGION 1989 - 1993

395 INCIDENTS * Also includes Central America and the Caribbean

Note: Total percentage exceeds 100% because of rounding

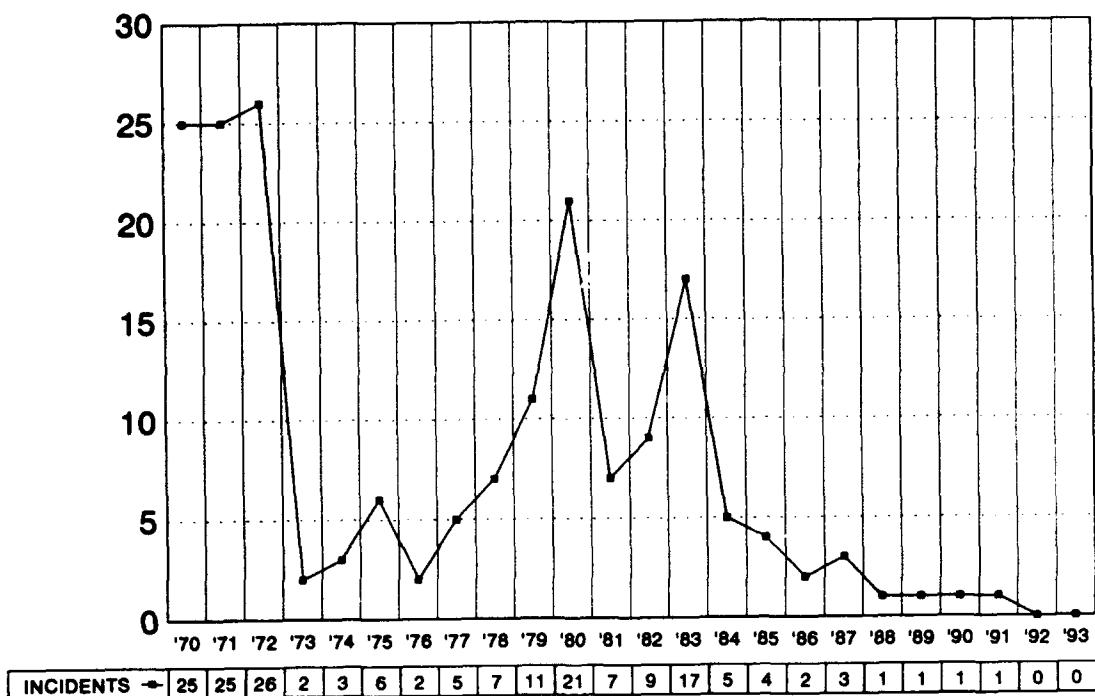


INCIDENTS AGAINST AVIATION BY CATEGORY 1989 - 1993

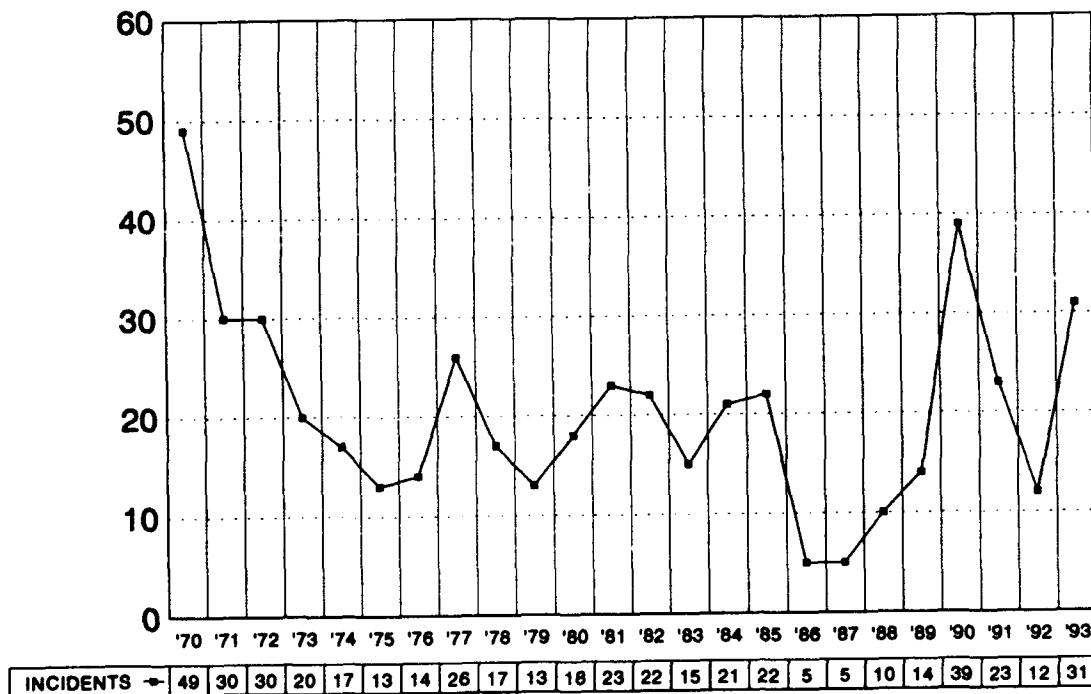
395 INCIDENTS *Also includes attempted bombings and shootings on board aircraft

Note: Total percentage is less than 100% because of rounding

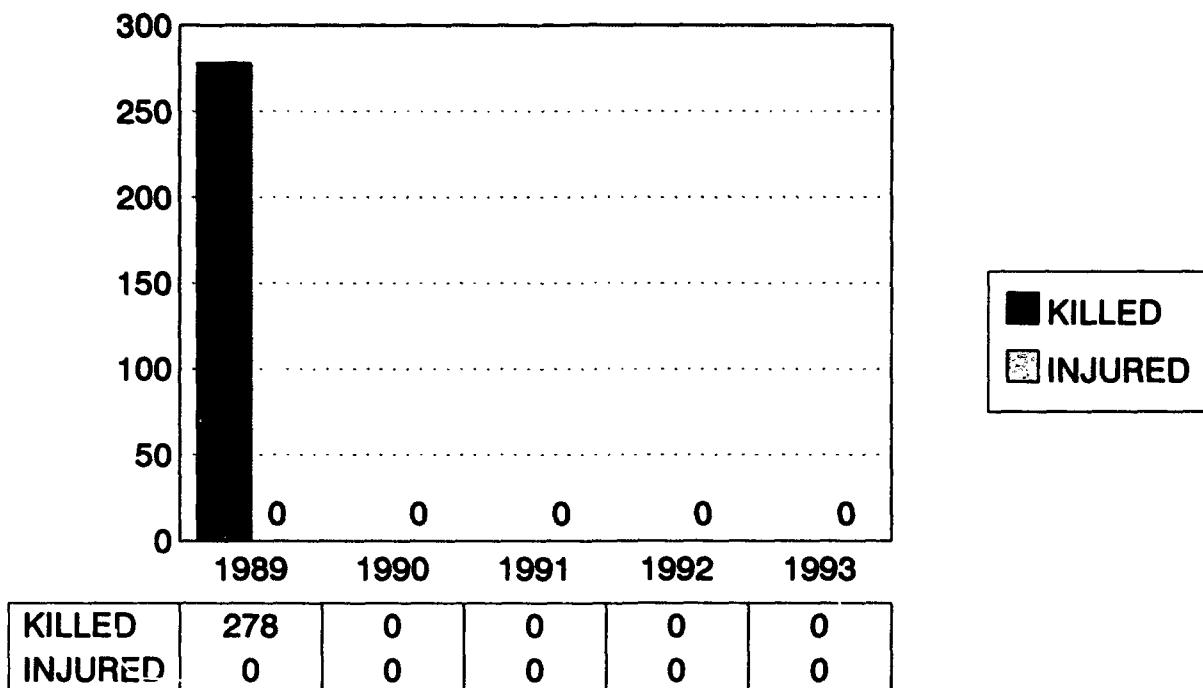
U.S. AIR CARRIER HIJACKINGS 1970 - 1993



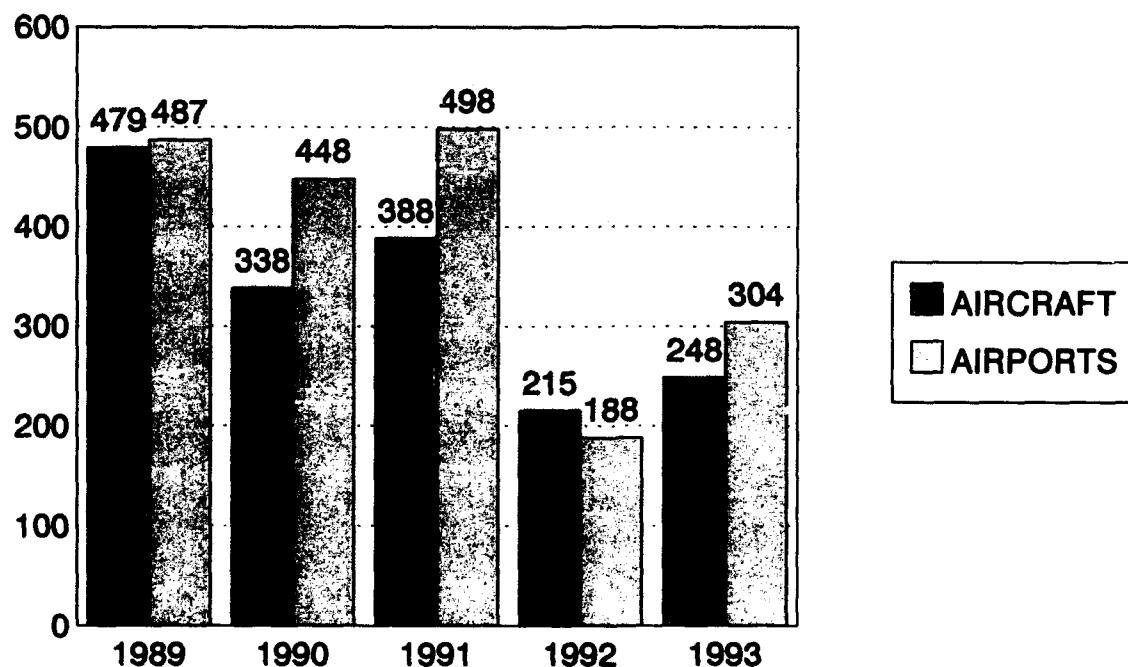
FOREIGN-REGISTERED AIR CARRIER HIJACKINGS 1970 - 1993



CASUALTIES CAUSED BY EXPLOSIONS ABOARD AIR CARRIER AIRCRAFT 1989 - 1993



BOMB THREATS AGAINST U.S. AIRCRAFT AND AIRPORTS 1989 - 1993



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Glossary of Abbreviations/Acronyms

AN-12	Antonov 12 (aircraft)
ATR-42	Aerospatiale/Aeritalia 42 (aircraft)
B-757	Boeing 757 (aircraft)
ELN	National Liberation Army
FARC	Revolutionary Armed Forces of Colombia
FBI	Federal Bureau of Investigation
IED	Improvised Explosive Device
KLM	Royal Dutch Airlines
MEK	Mujahedin-E Khalq
PKK	Kurdish Workers' Party
PRC	People's Republic of China
SL	Shining Path (Sendero Luminosa)
THY	Turkish Airlines
TU-134	Tupolev 134 (aircraft)
UNITA	National Union for the Total Independence of Angola
UNWFP	United Nations World Food Program